

Navy News

JANUARY 1983

10p

Active cuts a sunshine dash

HMS ACTIVE cuts a dash in the Mediterranean sunshine against the background of the Rock during her time as Gibraltar guardship in November. It was a busy time for the Type 21 frigate which was preparing for her first Consolidation Operational Sea Trials at Portland for 18 months. She was regularly "beaten up" by RAF Jaguar aircraft operating from Gibraltar, rehearsed action damage drills during NBCD exercises, and carried out surveillance

west of the Strait. She also got through a lot of painting and cleaning. During one of her harbour days, the ship's company set a new Type 21 record for the 100 x 1 mile relay, snipping eight minutes off HMS Alacrity's previous best of 10hrs. 23mins.

Picture: LA(Phot) Danny du Feu.

REDUNDANCIES PUT OFF

FOLLOWING the Government's post-Falklands Defence White Paper, Phase 2 of the planned redundancy programme for the Royal Navy has been delayed.

A call for redundancy volunteers, due to have gone out near Christmas, was not issued and, while planning work continues, publication of the Phase 2 details will have to be postponed by about six months.

Moreover, the number to be made redundant in the coming phase will probably be less than the 2,000 forecast last March.

Confirmation in the White Paper of retention of large ships, together with more running ships in the destroyer / frigate force in the mid-1980s, must play an important part in the detailed new thinking now necessary on the manpower situation.

Indication

It does not mean the need for redundancy will disappear, but certainly appears to indicate that the Navy can be less stringent.

The original plan was for redundancy in three stages. Now the shape and size of Phases 2 and 3 will be determined in the studies going ahead in the New Year.

Mattress switch

INTERIOR sprung mattresses are replacing those made of foam in Royal Navy ships to reduce fire risks following experience in the Falklands campaign, it was stated in a Commons written answer.

A reply concerning RN clothing said proposals had been agreed to develop fire-resistant action coveralls and to provide working dress and coveralls in fire-resistant cotton to replace polyester-cotton.

Developing situation

HMS ONYX returned from the Falklands war with some unusual photographs developed in bizarre surroundings. Now they have won her top prize in the Submarine Service's Periscope Photography Competition. See special feature, centre pages, and cartoon in page 18.



THE WHITE PAPER

More ships

FOUR of the Navy's latest-type powerful frigates will be built to replace the two Type 42 destroyers and two Type 21 frigates lost in the Falklands. They will be Type 22s and another, already announced, is also being ordered.

The post-Falklands Defence White Paper also reported that more ships of the destroyer / frigate force would be retained in the running Fleet in the mid-1980s.

Three of the five new Type 22s will be known as Batch 3 design. Compared with Batch 2, they will have a 4.5-in. gun instead of two Bofors, while missile armament will include eight surface-to-surface guided weapons (Batch 2 have four Exocets).

The two amended Batch 2 frigates will be built by Swan Hunter, and two of the new Batch 3 by Yarrow Shipbuilders Ltd.

Unconnected with the Falklands replacements programme, an order for two more Hunt-class MCM vessels has been placed with Vosper Thornycroft (UK) Ltd.

Orders placed in December for the six new ships are worth nearly £600 million. Strong contenders for the other Type 22 Batch 3 order will be Cammell Laird Shipbuilders Ltd. and Vosper Thornycroft.

SIR GALAHAD

The logistic landing ship RFA Sir Galahad will be replaced, an order being expected in 1983. RFA Sir Tristram will be brought back to the UK and it is hoped she can be repaired.

The White Paper says that, instead of plans for up to four of the ships from the front-line destroyers and frigates to go into the Standby Squadron by 1985, all should "for some time yet" be retained in the running Fleet.

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IMPROVED WEAPONS

STRENGTHENING of the Navy's air defence by organic airborne early warning capability is among improvements which will result from the Falklands conflict. So is provision of modern point defence weapon systems for the carriers, assault ships HMS Fearless and Intrepid, destroyer HMS Bristol and all Type 42 destroyers.

Purchase of Searchwater radar and associated avionics equipment for Sea King helicopters will equip each of the

operational carriers with organic AEW capability, says the post-Falklands Defence White Paper.

On aircraft building, it confirms that, in addition to replacement of all battle losses, seven Sea Harrier aircraft and six Sea King ASW helicopters will be purchased.

Items listed among equipment and improvements introduced for forces involved in the conflict were:

● Adaptation of the Sea Wolf shipborne missile system

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'GOOD SHIP IRIS' WAS TASK FORCE FAVOURITE

"BUZBY" ship Iris, mail ship of the Falklands Task Force, returned to Southampton on the last day of November — seven months after leaving British waters.

During and after the campaign the British Telecom cable ship (pictured left) travelled 45,000 miles to supply Task Force vessels with mail and stores and to transfer personnel.

On board for her triumphant return to her home port were men of Naval Party 28202.

They had taken over from the original Royal Navy detachment which had joined the ship in late April.

Two hundred relatives and friends welcomed the Iris, which had dodged icebergs, braved hurricane-force winds and undergone air attack four times to carry out her postal duties.

She earned the name "The Good Ship Iris" from the vessels she supplied and quickly became one of the most popular ships in the fleet. Her master during

hostilities, Capt Alan Fulton, was made an OBE in the campaign Honours List.

The day before the Iris's return the weather-beaten supply ship Avelona Star returned to Portsmouth after five months in the South Atlantic. She carried large supplies of frozen food for the garrison.

Working with her civilian crew of 53 were three Royal Navy men — RS Leonard Smith, RO Ian Jones and RO David Park.

Newcastle, Glasgow back from the south

THE TYPE 42 destroyers HMS Newcastle and HMS Glasgow were cheered into Portsmouth on December 20 by families and friends at the end of a four-month deployment to the Falkland Islands.

For the Glasgow, a veteran of the war, it was the end of her "second innings" in the South Atlantic.

Both ships left Portsmouth on September 6 and headed south in company with HM ships Phoebe, Sirius, Alacrity and Rhyl, and RFA Olmeda. The Sirius struck a whale and had to delay for a while in Gibraltar.

Port Howard and Westpoint Island, and everyone on board managed to visit Port Stanley on one occasion or another.



Remembrance Sunday in the Falkland Islands — and the Royal Navy contingent march past the Civil and Military Commissioners at Christ Church Cathedral, Port Stanley. The contingent, led by Cdr. Mike Sizeland (Deputy Senior Naval Officer Falkland Islands), included 30 men from the Type 22 frigate HMS Brazen.

GIFT OF AN ENSIGN



Capt. Canning admires the framed gift of HMS Broadsword's battle ensign, presented to him by the first lieutenant, Lieut.-Cdr. David Mowlam.

Captain has a piece of the action!

CAPT. Bill Canning, commanding officer of HMS Broadsword during the Falklands war, will always have a piece of the action — thanks to a special farewell gift to him by the ship's company.

When he left the Broadsword, his last command, he was presented with a piece of the ship's side featuring the hole made by a 30mm cannon shell fired from an Argentine jet.

The square of metal was mounted on a wooden plaque by the shipwright, MEA(1)P Geoff Rudd, who presented the memento to the captain while the ship was paying a six-day visit to Baltimore.

Capt. Canning, who was retiring this month, was also presented with a battle ensign flown by the Type 22 frigate during her hectic days as escort to ships entering San Carlos Water.

As he left the ship Capt. Canning was regaled by American girl cheerleaders with a "Broadsword Song and Dance"

● Holbrook receives Glamorgan ensign — Page 13.

specially written for the occasion. He was driven off in a three-wheel car of the Baltimore Police Division.

His successor is Capt. Robert McQueen.

'Home-grown' carol music

NINETY personnel of Fort Southwick attended the annual carol service on December 16 to music with a "home-grown" flavour.

In the previous two years the Royal Marines Band of the Flag Officer Third Flotilla has provided the music, but this time the "orchestra" consisted of Cdr. H. L. Foxworthy (electric organ), Cdr. P. R. Broadbent (flute), Miss Lenore Foxworthy (violin) and LWTR Twist (euphonium).

Appleleaf in refit

FLEET tanker RFA Appleleaf has entered dry dock at Gibraltar for a refit following her participation in the Falklands war and Exercise Northern Wedding off Norway.

Robert's just outstanding

RO2 Robert Patten, of Kelly Squadron, HMS Mercury, a former Sea Cadet with Newhaven and Seaford Unit, has become the first to receive the new Lord Lieutenant's Cadet Award for the county of Sussex.

The award is for the outstanding cadet from all units in the county, including Army and Air Training Corps. RO2 Patten, who joined the Royal Navy in September, received it from the Lord Lieutenant for Sussex, Lord Abergavenny.

A peal for Falklands dead

MEMBERS of the Royal Naval Guild of Bellringers rang a three-hour peal in honour of the 177th anniversary of the Battle of Trafalgar and of those who died in the Falklands war.

The peal — 5,008 changes of Plain Bob Major — was rung by eight members on the bells of St

Mary's Church, Portsmouth. Conductor was Lieut. C. Davis.

Bells of St Mary's were rung again by the Guild on November 7 to celebrate the return of the Mary Rose. On that occasion a quarter peal of Plain Bob Triples was rung, the conductor being the Guild's ringing master, former ERA Ernie Salmons.

The annual meeting of the Guild was being held on January 8. Membership inquiries will be answered by Mr. Ernie Salmons, 15, North Road, Horndean, Portsmouth, Hants.

The RRGB is open to RN, RM and RFA personnel, as well as members of the Royal Naval Association.

There's nothing new under the stars

SINCE "STAR TREK" first warp-drove into popularity many parsecs ago, much has changed in space. The new worlds, new civilisations to which no man had gone before have become crowded with the most advanced paraphernalia of the cinema industry.

In the past ten years everyone has been to the stars, hitch-hiking round the galaxy in one of the most concentrated exoduses since the pioneers of film made a jerky one-reeler of "The First Men in the Moon."

"Star Wars," "Alien," "The Black Hole," "Close Encounters" — you name it, they've done it and outdone it,

phasing out the freshness of those early Star Treks.

Nevertheless, the trekkers' second exploration on the big screen, "Star Trek II — The Wrath of Khan," has drawn armies of the nostalgic to see an ageing Kirk and Spock do fierce battle with an old adversary who wants to play God.

More imaginative sci-fi comes with "Blade Runner" in which a policeman in the Los Angeles of 2020 AD is dispatched to hunt down four renegade androids — "replicants," indistinguishable from the real thing apart from their incredible strength and their lack of emotion.

Dodging the less than loving embraces

of the most shapely replicant, the hero (Harrison Ford) encounters the dangers of a nightmare city to bring the murderous, inhuman gang to book.

FILMS FOR THE FLEET

The full list of films released this month by the Royal Naval Film Corporation is:

Star Trek II — The Wrath of Khan (A) — William Shatner, Leonard Nimoy. UIP. No. J03.

Blade Runner (AA) — Harrison Ford.

Sean Young. Columbia - EMI - Warner. No. J04.

Cat People (X) — Malcolm McDowell, Nastassia Kinski, John Heard. Remake of a film of 40 years ago in which a beautiful young woman turns into a black panther for murderous expeditions among unsuspecting citizens. UIP. No. J05.

Annie (U) — Aileen Quinn, Albert Finney, Carol Burnett. Film version of the hit musical which closed in London in November after a three- and a half-year run. This is the latest of many films directed by cinema veteran John Huston, yet marks his debut in the field of musicals. Columbia - EMI - Warner. No. J06.

Missing (AA) — Jack Lemmon, Sissy Spacek. Disturbing and true story of an American father's unrelenting efforts to discover what happened to his writer son who disappeared in Chile during the bloody coup of 1973. Such is the film's power that its inferences of US involvement in a cover-up prompted a lengthy rebuttal by the American government.

Dead Men Don't Wear Plaid (X) — Steve Martin, Rachel Ward. Parody of the films of the Thirties and Forties about hard-boiled private eyes. Clips from movies starring heroes of that genre — such as Bogart and Cagney — are cleverly woven into the new sequences, all shot in black and white. UIP. No. J08.

JULIE Ann Howard is really in the driving seat when it comes to winning hearts in HMS Birmingham.

Julie, pictured at the control of the Type 42 destroyer, was chosen as the ship's pin-up while the Birmingham was on South Atlantic deployment.

To brighten their long days at sea, the ship's company had asked the Birmingham Evening Mail to find them a pin-up. From 30 photographs sent to them the sailors voted for Julie, a 17-year-old secretarial student who — at 34-24-34 — certainly measures up to the job.

VIP visit

She visited her fans for the first time on November 25 during a period in which the ship took every opportunity to strengthen links with the city.

Accompanied by Julie Lines, one of the runners-up in the contest, Julie Ann toured the ship, lunched with the junior rates and was presented with her sash by the commanding officer, Cdr. John Culley.

In the afternoon both girls were treated to a VIP visit to HMS Victory and in the evening, during a Victory ladies' night, Julie dined with Lieut.-Cdr. C. Addis, commanding officer of the Royal Navy's oldest ship in commission.

In the pre-Christmas period the Birmingham entertained many groups from the city, partly as a thank you for the "home town" support and gifts received by the ship while she was in the South Atlantic.

Thirty members of the Nautical Club, many of whom served on previous Birmingham, spent a day on board — and at the other end of the age-scale, three week-ends were reserved for guests from Sea Cadet Corps units TS Stirling, TS Dolphin and TS Sherborne.

A week at sea in December gave the ship an opportunity to host the Lord Mayor of Birmingham, former Royal Navy officer, Cllr. Peter Hollingworth. Final visit of the year was by two Birmingham policemen who had walked around the country raising over £3,000 for the South Atlantic Fund.

Reception

But the links were not all one way: a contingent of 30 from the ship led the city's Remembrance Day parade and, later in the year, 120 officers and men were afforded a civic reception at the Council House — as well as free entrance to several Birmingham night spots.

During the visit £1,000 was presented to Chelmsley Wood Hospital School by a small party from the ship. The money had been raised by the ship's company through sponsored slims and raffles held on board while the Birmingham was down South.

BELLE OF BRUM



Miss HMS Birmingham (Julie Ann Howard) with the commanding officer (Cdr. John Culley), one of the contest's runners-up (Julie Lines) and members of the ship's company.

Auto 'think tank' for Centurion



"He's like the computer - always studying data and assessing your potential!"

AS A RESULT of the 1981 Defence Review and manpower reports completed in 1980 and 1981 a study was carried out to investigate whether it would be feasible to assess the potential of any proposed new drafting scheme by automatic data processing (ADP).

Briefly, the study said "Yes" and the final outcome was the placing of contracts with Scicon Consultancy International to design and build a computer simulation to model drafting in the Royal Navy.

And, of course, we only used this contractor because not too many of our ADP experts at HMS Centurion have experience in modelling - but they have now.

The design of the two models which were programmed is such that we are able to analyse many different systems by varying the inputs (e.g. changing the length of a sea draft) and further flexibility is possible by specifying the drafting rules under which the model runs.

Best option

For example, a rule may state that the penalty for a man being supernumerary (bad in Drafty's books!!) is 100. During the run the simulation allocates men available for drafting to available jobs so that the least number of penalty points are accumulated. In this way different runs, with changes in input data or drafting rules, can be compared and

the "best" option identified.

Besides the ability of the model to assess very rapidly a proposed scheme (e.g. the model can sort out a drafting pattern for 300 LSAs for five years in 1 min. 29 sec. and at the end give detailed drafting information about the men and jobs) the model outputs will be an invaluable aid to both Drafty and the MOD to support or shoot down any bright ideas for future drafting of sailors.

Incidentally those more used to the curvaceous sort or playing around with sticks and string would be disappointed in this model. There's nothing to see except a visual display unit which is connected to the netherparts of a computer in Wiltshire.

DRAFTY'S CORNER

We still have to Corporate!

SINCE THE SHIPS returned and the public interest started to wane the idea has got around that drafting was back to normal. Unfortunately not true.

Drafty is still coping with a higher than expected sea bill including manning the naval parties in Ascension and the Falkland Islands and some STUFT and extra frigates.

Short notice drafts and extra sea time for many are therefore still necessary not because we like to cause suffering but because Operation Corporate still lives. OK?

End of 'bulge'

As far as the Operations Branch is concerned, the somewhat sparse comment in Drafty's Corner from the Ops. drafting desk in recent months does not indicate a low level of drafting activity within the branch (as many of you in receipt of draft orders recently know only too well). In fact, too busy to spare the time (they say).

The effects of Corporate on the branch have been predictable. The sub-branches /

categories where shortages existed beforehand have been hardest hit, and will take longer to recover.

One beneficial side-effect has been the virtual disappearance of the "bulge" of ex-Part III trainees waiting to go to sea. Many of the "bulge babies" have recently played important parts filling gaps both at sea and ashore.

Rose to the occasion

DRAFTY often receives requests for particularly unusual drafts. However this recent request deserved a silly answer: "For Mary Rose on next commissioning."

A kindly drafting officer replied: "Captain Naval Drafting regrets this application cannot be met. As only 13th on the roster CPO is earmarked for HMS Victory on recommissioning. A PJT (quill pen) has been booked for December 1982 and he should report to the sick bay for anti-scurvy injections."

A quick round-up of the sub-branches shows (D) (M) (MW) and (S) tending towards a welcome return to "normality", but there are a few exceptions.

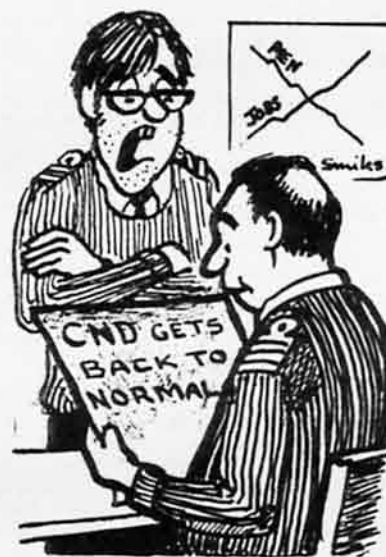
This means for the individual - normal drafting notice, the expectation of a reasonable length of shore time and a healthy throughput on career courses.

Comms., (EW) and (R) are recovering much more slowly, especially the last. But perhaps the two most serious shortage categories are helicopter controllers and diving supervisors, both of which are receiving considerable high-powered attention.

Improvement

For many junior ratings it might seem as though the long-term post-Defence Review sea/shore ration has been considerably exceeded. However as the current extra commitments (e.g. Tribals, STUFT etc.) reduce, the sea/shore ratio will improve.

So much for the present - what lies ahead? The crystal ball is rather cloudy but the return to "normality" should continue, although there will be some unevenness between sub-branches. The



"Only three nervous breakdowns, one deserted and a couple with ulcers last week, sir!"

introduction of the three-year sea draft was accelerated by Corporate. Just over the horizon lies batch drafting.

These changes are aimed in part towards greater stability for the individual. The composition of the ERP is under investigation and this should further reduce the number of pier-head jumps.

FAA

Normal service soon

THE Fleet Air Arm hopes to return to "normal" by Easter. Meanwhile the draft orders for ratings going to 810 Naval Air Squadron (sea) have been issued, joining date being January 10. The shore element of this new squadron will be drawn from the Culdrose block draft nucleus (no draft orders).

Have you heard the story of the petty officer drafted to Scotland as a first preference? Foolishly he had failed to tell Drafty of his changed circumstances and preferences, and got a draft he neither expected nor wanted.

GOLDEN RULES

Other examples come to light almost daily. So what should you do to keep things right? Three golden rules apply:

- Always make a permanent record of what you have given Drafty as your preferences.
- Cite your current DPC every year along with your Service certificate (BR 1066 paragraph 21).
- Use the DPC and Form C240 as and when necessary to keep us in touch.

Sense of direction

DRAFTY felt he wasn't doing very well by those drafted for four-month tours in the South Atlantic naval parties. As far as possible, soon after arriving in the NP, each man should now have a good idea of his draft when he returns to Blighty. Something to look forward to.

All of those lucky men drafted to these NPs now spend 24 hours in HMS Nelson immediately before flighting, for briefings and issue of cold-weather clothing.

Chatham options

DID you see last month's Drafty's Corner? If you still have Chatham as a first preference area you are wasting your options. New DPC please.

When the dust settles we will have new cards printed. Special arrangements have been made for those currently serving in Chatham.

End dates

AN end date for a billet in a Defence Review Scheme of Complement doesn't necessarily mean an end date for the rating occupying it. He or she will be drafted out without relief when "next required for draft," normally at not less than three months' notice.

CUT-BACK ON THAT LONG WAIT

SINCE mid-1980 the number of WEA / MN(WD)s emerging from training has exceeded the number of sea billets available for them to fill on completion of training. Hence the long wait ashore.

The situation arose in about 1975 when artificers were streamed very early to make good the gross shortage of CEAs occasioned by the drain to submarines to meet the Polaris and nuclear propulsion requirements.

This happened to coincide

with a shortage of POWEM(O)s and LWEM(O)s and it has been possible during the last two years to kill two birds with one stone by using this relative surplus of A / WEA 2 / WAMN3(WD)s to fill otherwise vacant POWEM(O) billets and WEA3(WD)s to fill LWEM(O)

billets.

However this palliative has never been enough and it is unfortunate that some WEA / MN(WD)s have had to wait up to two years for their sea drafts after training. There have been about 40 such ratings, generally with ten located in each of the Fleet Maintenance Groups.

The initiation of common training in late 1981 for all WE artificers, and separate but also common training for all WE mechanics has meant that selection into the six WE artificer categories - WD OC AD CEW WDO(SM) ADC(SM) - can now be delayed until nine months before completion of training.

Streamed

Having extracted the submarine volunteers (and a few non-volunteers!) to meet the submarine quota, trainees have been streamed over the last few months in the following percentages: WD 10, OC 10, AD 50 and CEW 30.

Hence the output of WDs at third-class level will reduce and the output of ADs and CEWs,

who are still in severe shortage, will increase.

Further, in order to pursue the systems approach in the maintenance field a number of billets previously designated for AD are now designated for AD or WD and will eventually be for WD only.

Trackers

There are billets associated with tracker radars and require the WEA(WD) to undertake the six-week Tracker Radar Enabling Course (D226) as a prerequisite to the PJT. The billets being transferred are as follows:

Seawolf tracker: PJT - D293D; total no. of billets - nine; billets transferred so far - eight. 909 Radar: D274; 22; six. WSA4 and Radar Type 912: D215, 216, 217, 218; six; four. Ikara tracking and guidance: D278; eight; six. Seacat: S318, S319, S321A; nil; five. 903: S406A, S421A; nil; three.

Of course we must keep a close check on this, decreasing the output of trained WDs while increasing the number of jobs available to them could easily cause us to be in shortage in a short time.

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SHIPS OF THE ROYAL NAVY

No. 326

BERWICK BRIDGES THAT GAP

HMS Berwick washes down during work-up off Portland. Twenty-one years after she was first commissioned 'The Bear' is operational again...

AFTER TWO YEARS languishing in a remote corner of Chatham Dockyard, HMS Berwick has returned to operational service in support of NATO and to fulfil other Fleet duties.

'Bear' of the Arctic

PREDECESSOR of the present HMS Berwick, and the tenth to bear the name, was one of the first County-class cruisers to be launched.

Completed in the late Twenties, the 9,750-ton ship was armed with 8-in. guns and with the rest of her class was designed to the maximum limitations on cruisers laid down by the Washington Treaty.

She was in action in the Mediterranean in 1940 when she was damaged by heavy return fire from two Italian battleships off Spartivento. But much of her subsequent wartime career was spent in harsher climes — the Arctic seas where she truly earned her nickname "The Bear."

The Berwick survived the war and was broken up in 1948.

First ship of the name was a third-rate of 1679. Between 1723 and 1807 there followed five more third-rates, one of which was a prize taken by the British at Trafalgar.

First ship to bear the name in this century was a cruiser of 1902 which had an undistinguished career in the First World War.

Battle Honours: Barfleur 1692, Vigo 1702, Gibraltar 1704, Velez Malaga 1704, Dogger Bank 1781, Atlantic 1939, Norway 1940, Spartivento 1940, Arctic 1941-44.

Recommissioned on August 5, she and three Tribal-class frigates were called up from the Standby Squadron to bridge gaps left by the Royal Navy's commitment to the Falkland Islands.

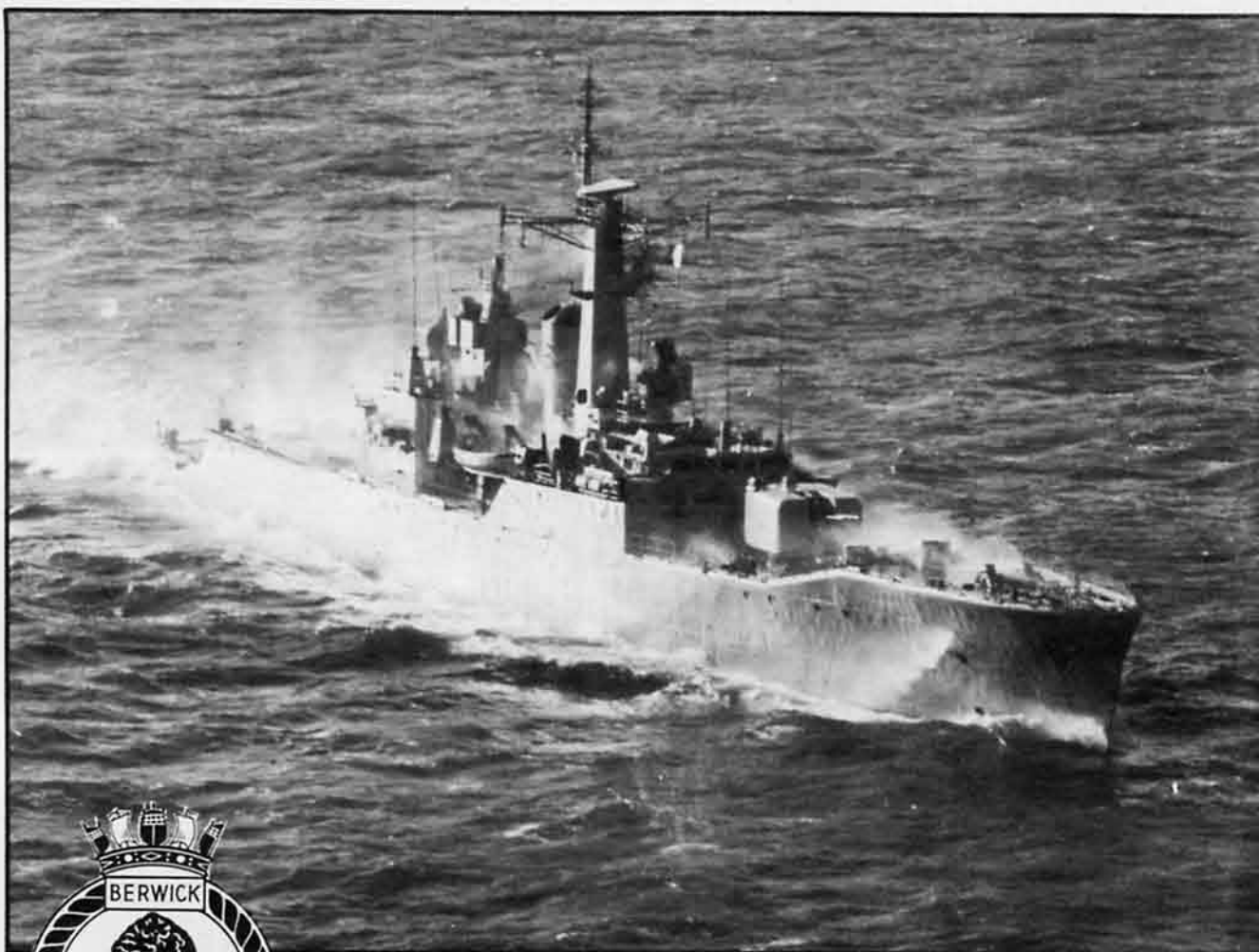
The order to prepare the Berwick for sea came in June — 21 years to the month since she was commissioned as the sixth Rothesay-class frigate.

Many of her essential parts had been cannibalised to activate her sister-ship, HMS Falmouth, and when the Berwick's new complement arrived at Chatham she was in dry dock, her hull corroded and holed by salt water.

No power

There was no power on board, no stores or bedding; many major items of equipment were missing and none had been maintained over the previous 18 months. Undaunted, her ship's company patiently repaired, restored and renovated the vintage frigate, assisted by dockyard and reserve personnel.

After long hours of work, often in appalling conditions, she was brought out of dry dock in July to spend four more weeks alongside before her commissioning in the presence of the Flag Officer Medway, the Mayor of Berwick upon Tweed and officers of the ship's affiliated regiment, the King's Own



Scottish Borderers.

Trials began in late August and one by one her systems were declared operational. She began work-up off Portland in October as a member of the Sixth Frigate Squadron.

FACTS AND FIGURES

Displacement: 2,800 tons. **Length:** 370ft. **Beam:** 41ft. **Draught:** 17ft. 3in. **Armament:** Seacat surface-to-air missile quadruple launcher; two 4.5-in. guns in twin turret; Limbo three-barrel anti-submarine mortar. **Propulsion:** Two double reduction geared turbines driving two shafts and producing 30,000 shp. **Speed:** 30 knots. **Fuel capacity:** 400 tons. **Aircraft:** Wasp helicopter. **Complement:** 235.

PHOTO POSTCARDS

POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH, price 15p each (minimum order 60p) inc. postage and packing (£1.50 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication of 12 issues can be arranged on receipt of postal order or cheque for £3.50.

Only postcards of ships listed here are available.

Abdiel (1963), Abdiel (1980), Achilles, Achilles, Active, Adamant, Agincourt, Asne, Ajax, Alacrity, Alamein, Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda (mod), Andromeda (pre-mod), Angelsey, Antelope, Antrim, Apollo (miralayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut (pre-mod), Argonaut (mod), Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Avenger, Bacchante, Barrosa, Battledore, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Berwick (1983), Birmingham (1977), Birmingham (1982), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brave Borderer, Brecon, Brighton (mod), Brighton (pre-mod), Brilliant, Bristol, Britannia (pre-mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Cardiff, Carron, Carysfort, Cavalier, Centaur, Charlybda, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedea, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Exeter, Explorer, Exmouth, Falmouth, Fawn, Fearless (1967), Fearless (1982), File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one

postcard), Fort Austin, Fort Grange, Forth, Galatea, Gambia, Girdleness, Glamorgan (1967), Glamorgan (1981), Glasgow (1956), Glasgow (1980), Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha (1963), Gurkha (1982), Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecate, Herald, Hermes (pre-mod), Hermes (mod), Hermes (1981), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beauchamp, Wasperton, Yarmton, Monkton on one postcard), Hubberston, Hydra, Illustrious, Intrepid (pre-mod), Intrepid (1979), Invincible, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkston, Layburn, Leander (pre-mod), Leander (mod), Ledbury, Leeds Castle, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Lindisfarne, Liverpool (cruiser), Liverpool (Type 42 destroyer), Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London (1964), London (1980), Londonderry, Londonderry (mod), Lowestoft (1964), Lowestoft (1982), Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Niall, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Omeida, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orkney, Orpheus, Osiris, Otter, Otus (No. 1), Otus (No. 2), Palliser, Penelope (1971), Penelope (1982), Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Plymouth (1982), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyol, Roebuck, Rorqual, Rothesay (1970), Rothesay (1981), Russell, St David, Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Southampton, Sovereign, Spartan, Speedy, Splendid, Striker, Stromness, Stubbington, Superb, Swifsure, Tacturn, Talent, Tartar (pre-mod), Tartar (1974), Tartar (1982), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite (1969), Warspite (1982), Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu (1966), Zulu (1982).



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WE WERE HERE FIRST, SISTER!

AMONG THE MANY "firsts" claimed by our sister ship HMS Hecate (as reported in the November edition) is that she was the first ocean survey ship to carry out a replenishment at sea.

This photograph, taken on June 2, shows RFA Olmeda with ss Uganda and HMS Hydra. I also understand that HMS Hecate refuelled at sea using a jury rig before our proper RAS.

Perhaps the "first" should read: Hecate — first to carry out a RAS; Hydra — first to carry out a RAS using the correct rig; Hecate — first to carry out a RAS in peacetime! — J. Partington, Lieut., navigating officer, HMS Hydra.

A RAS between the Hecate and RFA Appleleaf took place on May 16. This was carried out using a rig fitted in Gibraltar Dockyard while the Hecate was being converted to a hospital ship. — R. S. Harris, CMAE(P), HMS Hecate.

Venerable ☐ memory

I WAS interested to read (July issue) that Cdr. the Rev J. Richards had served in HMS Venerable and also in HMS Hermes — later to be flagships of opposing naval forces in the South Atlantic.

I too served in HMS Venerable as an AB/radar operator from 1944 to 1947. My younger son joined HMS Hermes on the day before she sailed with the Task Force as ALMEM, and I wondered many times during the conflict if his ship might be in action with my old ship, Veinticinco di Mayo as she is now called. — G. Ellison, Bradford, Yorkshire.

Little ☐ 'Shavex'

THANKS for the article (November issue) about the little girl "Shavex" and her association with HMS Serene.

The article was welcomed by members of the HMS Serene Association, and a copy of Navy News containing it has been sent to Hong Kong for Serena and her family. — E. Drummond, secretary of HMS Serene Association, Leeds.

LETTERS TO THE EDITOR

Penalty for the married

Ship's bell in the desert

FOR YEARS Navy News had contained letters from the single man complaining at the financial benefits afforded to married personnel. The balance is now being made with the introduction of food charges for married unaccompanied personnel living-in. Now may be the time to set the balance straight and let the married man have his say.

The Navy's policy has long been to encourage the married man to buy his own house and thus have a settled life on the family scene. It now seems that a sell - up - and - move policy is being encouraged.

While the £5-a-week food

charge is not a major financial outlay, there are a number of sweeping statements in the recently-published DCI which cannot be allowed to go unanswered.

The Pompey-Guzz commuting syndrome is well known to a large percentage of married men, and it would be interesting

to know how the Defence Council can be led to believe that in this type of situation people will be making a saving in family expenditure — there is the constant week-end travelling draining the budget and no separation allowance to "soften the blow."

Advances

The statement that the concession of free food and accommodation for the married man is an encouragement for unaccompanied service is evidently made by somebody who has never undergone this type of draft.

No doubt there will be a few ears burning in the corridors of power when this piece of misinformation is digested by the rank and file away from home.

We will now have the situation whereby a married man encouraged to buy his own house with offers of Long Service Advance of Pay, who accepts that he must do a spell out of the area but for any number of reasons opts to leave the wife and family behind, is penalised for adopting the Navy's erstwhile policy of settled family-happy man.

To much publicity in the past years the Review Body people have gone out and talked to "the men on the coal face" to get their views. Were all last year's "guinea pigs" single? — Dismayed, Plymouth.

● The DCI concerned is fully reported in Page 14.

Education

I spoke to my MP about the food charges that are to be levied in the Navy and he sympathised with the view that there should be more exceptions.

The Navy encourage you to buy your own house. If you do and then find that you cannot move to take up a married quarter without seriously disrupting the education of your children (with O and A level examinations), you should not be penalised in this way. — Mrs W.

Wastage

☐ anomaly

I UNDERSTAND that six men have been selected for promotion to chief communications yeoman in 1983.

As this was one of the branches where volunteers were called for and accepted under the current redundancy scheme, what was the point of the exercise with all its attendant upheaval and expense?

If the men accepted for redundancy were surplus to requirements then there is obviously no need for them to be replaced. If the men selected for advancement are to replace those due to leave the Service in the next 12 months, then surely letting natural wastage take its course would have achieved the same end without the added capital cost. — D. E. Prince, Ex-CCY, Cowplain, Portsmouth.

Night to

☐ remember

REGARDING the sinking of HMS Charybdis on October 23, 1943 (November issue) I was serving in the destroyer Rocket when we were attacked by E-boats during the night.

I cannot remember the destroyer Limbourne going down, but if my memory is right the Royalist went down as well — on her first mission. What a night. — Tom Hodgson, Headington, Oxford.

Firemen

☐ foiled

AFTER I left the Royal Navy in 1964 as a chief M/E, I worked for a firm in Southend-on-Sea producing aluminium foil for food wrappings.

One day we had a fire in the scrap bin in the works yard. The fire brigade got a hose to work, but as the jet hit the material it just exploded and continued to burn.

After experience in the Falklands I think that "modern" materials need to be tested in "modern" conditions. — A. D. Saunders, Southend-on-Sea.

READING about the future of HMS Liverpool, it may interest readers to know that the ship's bell of the former HMS Liverpool, sunk in the Mediterranean during the Second World War, now hangs outside the British war cemetery at Tobruk.

One wonders how did the bell from a sinking ship get to the desert resting place of many men who gave their lives for our country. — Jack Watson, Hoylake Wirral, Merseyside (founder of the "Rats of Tobruk in England").

YOUR article on HMS Liverpool (November issue) stated that the Liverpool started the Second World War on the China Station.

I seem to recall that the Fifth Cruiser Squadron consisted of County-class cruisers with HMS Kent as flagship. The only Town-class was HMS Birmingham. — Bernard Duffy (ex-HMS Dorsetshire, China Fleet 1938-40), Bispham, Blackpool.

Stirring

☐ action

THE Reunion Section (November issue) made reference to HMS Berwick and the German cruiser Hipper, and I presume this goes back to the meeting of these two adversaries on Christmas Day 1940.

I was aboard the ss Arabis in convoy when the Hipper was attacked. It was about seven bells on a misty morning, with a heavy swell left by a gale.

Our ship had a 6-in. shell through the starboard bow from the first salvo, and the troopship astern of us had soldiers killed.

It was an awe-inspiring sight seeing the Berwick turning to engage the enemy at full speed, but I wonder if anyone knows the name of the little corvette which also turned towards the enemy firing her 4-in. gun.

Thank God for the Navy that day. — R. A. H. Buck, Bristol.

HUNT FOR THE

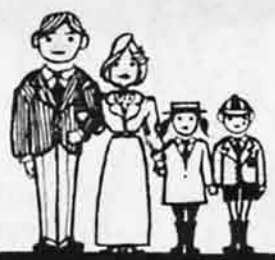
WE AT the Imperial War Museum are mounting a major exhibition on "Animals in War", which we thought might be of interest to your readers.

We shall be concentrating on the two world wars, but the First World War and post-

Second World War periods are also of great interest.

We do, of course, have exhibits in our own collection, but as we are anxious to leave no stone unturned we are appealing as widely as possible for supporting material.

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LETTERS TO THE EDITOR, NAVY NEWS, BARHAM

Jack

BY TUGS



UNIFORM CHANGE OVER PR?

NAVAL PERSONNEL will have read with interest reports in the Press of the House of Commons Select Committee looking into the conduct of Press and public information during the Falklands conflict.

Having left the Service ten years ago I cannot reflect the views of present-day Servicemen, but Rear-Admiral Ashmore (later the First Sea Lord) in a report to the Commander-in-Chief Fleet on the operations of the Task Force off Aden in 1967 said:

"Experience of both naval and civilian officer PR staff leads me to conclude that considerable benefit could be obtained by the provision of PR trained naval officers for the Service as a whole."

Censorship

While no one pretends there is any similarity between the operations off Aden and the Falklands, there were in each case problems with communications and censorship.

There is now a strong case for the Royal Navy to consider taking over the control of operational PR from the Civil Service.

In modern warfare there are two fronts, one for territory and the other for public opinion. — H. C. Lipscomb, Lieut.-Cdr. (ret'd.), Edinburgh (Seven years a PRO in the Navy).

● The Ministry of Defence has commissioned two studies into relationship between MOD and the media in time of armed conflict.

The larger of these studies, lasting two years, will be carried out by staff at the Centre for Journalism Studies at University College Cardiff. It is to concentrate on the Falklands campaign, but will also study events such as Suez, Vietnam and the conflict in Lebanon.

The other study, conducted by King's College London, will concentrate "on the quality of unofficial commentary during the conflict and the extent to which this affected the conduct of operations." This is expected to last 18 months. — Editor.

Signal

□ omission

REFERENCE the letter from "Communicator's Wife" (November issue) as an ex-V/S rating from that "other" war, I know what she means, but whenever there is an action, whether land, sea or air, it is the ones who fire the guns who tend to make the news, while those who support them (stokers, radar, communicators, etc.) take a back seat. However, I think everyone realises their importance.

There was a ditty, which I cannot fully recall, which ended with the words, "Without communications, the Fleet would go to hell."

Perhaps one of your readers can recall it? — J. Foster (ex-L/Sig), South Shields, Tyne and Wear.

Old Arrow's

□ gallantry

WITH reference to the letter "Arrow once again" (November issue), it was in Algiers harbour one sunny afternoon in 1943 that the destroyer HMS Arrow went alongside a burning merchant ship full of German ammunition, including phosphorus mines.

The Arrow was close to the starboard side, with a British tug assisting, when there was a terrible explosion. The bows of

the Arrow were twisted and the heat shock-waves went through ports and open spaces.

As your reader said, our present HMS Arrow unhesitatingly did the same 39 years later in the Falklands, at considerable risk, to assist HMS Sheffield.

Both were acts of great gallantry and self-sacrifice, which are timeless in our Service. — L. R. Goddard, Stevenage, Herts.

WHEN the explosion occurred in the merchant ship the Arrow was showered with raw phosphorus which instantly began to burn. Rescue operations were not only hazardous but gruesome, and hampered by the necessity to pump water over the destroyer's decks.

However, survivors were eventually taken off and the Arrow towed into harbour, though I do not know its ultimate fate. — Frank Gerrish (ex-HO chippy), Thornbury, Bristol.

● Similar letters have been received from W. R. Pearson (who was serving in HM submarine *Safari*), and A.B. Munro, of Gateshead. — Editor.

Geraint, not

□ Lancelot

IN YOUR article (November) about RMAS Typhoon, you featured a photograph of her preparing to tow the ill-fated RFA Sir Galahad to her burial at sea. The ship alongside RFA Sir Tristram in the background was named as RFA Sir Lancelot, but in fact was RFA Sir Geraint.

I was in the Sir Geraint during the Falklands campaign and we were given the task of towing the Sir Tristram off the beach, where she was aground, and then to assess the damage and hopefully restore power and services, which was soon achieved.

We were alongside the Sir Tristram until after the memorial service and the burial of Sir Galahad. — A. Stuttaford, JEO, RFA, Newton Abbot, Devon.

Thank you

□ RAF!

MANY friends from Culdrose wished to attend the funeral at Portland of FCACMN Peter Matthews, a stalwart of the Navy's airborne ASW force.

Only a handful were able to get time off, and the RN could carry only two air passengers. The RAF training unit at Culdrose (which has only two helicopters) agreed readily.

At Portland, Service transport to the church was not possible so civilian transport was hired. There was no RN transport from church to cemetery or back to the airfield, in appalling weather.

Lifts were scrounged in a RAF bus which had come from London where Fleet Chief Matthews had been attached. So the Culdrose party were able to return via the RAF helicopter.

Thank you, RAF. This demonstrates the way it does everything within its power to look after its people. — CPOACMN D. J. Jackson, AFM, RN air station Culdrose.

Brave sailors who deserve finer awards

THERE IS an anomaly about the level of active service gallantry awards available to Royal Navy personnel in comparison with "military" equivalents.

I have served with RN ratings attached to commando units on active service on several occasions — Suez, Cyprus, and Aden to name but three.

In each case RN personnel displayed gallantry of a very high level, the medical assistants in particular who trained, qualified and eventually served as full members of a commando company, being responsible for the immediate medical treatment of wounded Marines.

In each case the best these men ever got was a Mention in Despatches.

If these men I know and respect had been "military" they would have achieved a Military Medal.

I believe the RN should bring out an equivalent award so that the gallantry of RN ranks could be properly recognised. — R. T. Potts (C/Sgt., RM), Exeter.

Kelpers'

□ diet

THERE is an error in your article (November issue) which mentions the diet of the Kelpers.

Very few residents in the Falkland Islands have the pleasure of consuming many albatross eggs — a rare treat indeed — though penguin, upland goose and gull eggs are plentiful and part of the staple diet.

I spent nine years at Fox Bay West, West Falklands, and

travelled throughout the islands. It was a lifestyle I enjoyed, and the Kelpers are a great bunch of folk.

The Kelpers are people who wish to lead their own lives and do not yearn for officialdom or "text book Charlies." Such quiet, unassuming folk will be forever grateful to the British forces. — D. Bonnett, Glen Etwe, Argyll.

Holland

□ design

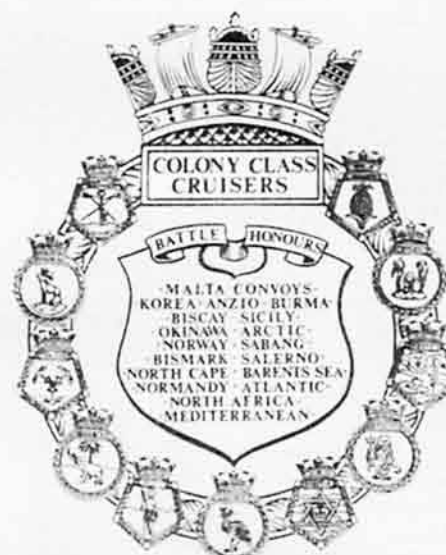
THE information given by R. J. Jenner about Holland submarines (November issue) is at variance with all my reference books.

Hollands I to V were designed as he states by the Irish American, John P. Holland, but were built in 1902-3 by Vickers (Barrow), as were all the British submarines until 1908 when Chatham Dockyard started to build some.

The R class of 1918 mentioned by your correspondent bore no relation whatsoever to the Hollands (except that they were all subs). — N. W. Gerhard, Birmingham.

● Navy News understands that Mr Gerhard is correct. The Americans did not supply the Hollands, but did let us have the plans from which the five were built at Barrow. — Editor.

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WAR ANIMALS

Your readers might well have come across quite a few animal mascots, official and unofficial, during their naval service, and we would be most interested in documents, photographs, and exhibits which they might know of or indeed have kept.

Any help would be much appreciated. — Angela Godwin, Deputy Keeper of the Department of Education and Publications, Imperial War Museum, Lambeth Road, London SE1 6HZ.

Britannia firemen in South Pacific island drama



QUEEN OF PUDDINGS!

Stirring ceremony on board HMV Britannia... The Queen stirs the ship's Christmas pudding while the Duke of Edinburgh helps to add the liquid flavouring. His fellow contributors are Rear-Admiral Paul Greening, Flag Officer Royal Yachts; AB Duffner of the RAN contingent; and Mr Jackson, the Britannia's Naafi manager. Watching are CPOCK Hughes, LCK Pearson and another member of the RAN, LCK Riley.

Saints meet Southampton

TEAM SPIRIT was the order of the day in HMS Southampton when the manager of Southampton Football Club (The Saints) led his team in a courtesy call on the Type 42 destroyer at Portsmouth.

Also on board was Mr Mike Trusler, managing director of Sperrings convenience stores,

who presented a cheque for £1,000 to the ship's commanding officer, Capt. Sam Salt.

The money, which will go into the Southampton's welfare fund, was handed over on behalf of Sperrings customers who contributed to a Task Force fund set up by the stores during the Falklands conflict.

YACHT CREW FIGHT BLAZE

MEN from HMV Britannia were instrumental in saving a blazing warehouse in the Western Samoan port of Apia during a two-day visit to the South Pacific island. The Yacht, which returned to Portsmouth on December 10, was homeward bound on her 28,000 mile, four-month deployment which had included a royal tour.

She berthed at Apia on November 4, about 125yd from a warehouse containing paint, tyres, paper bales, oil drums, sugar and other inflammable stores. In the afternoon LS Beau Bourner noticed smoke coming from the building and raised the alarm.

When the local fire brigade arrived ten minutes later the fire chief led the way to the gate where he stopped to direct traffic. The first fire engine swerved to avoid him — successfully — but spilled hoses and equipment on to the road. The second appliance also managed to avoid the fire chief but in doing so ran over the gear spilled by the first engine.

THANKS

Meanwhile, the Britannia's fire party was in action alongside volunteers and members of the local fire brigade. They took an hour to extinguish the fire, saving many stores without personal injury being sustained by anyone. The thanks of the Prime Minister of Western Samoa and the insurance company went to Britannia men, led by Lieut. Bob Love and CMEM(M) Buster Brown and Dave Kingswood.

Royal duty for the yacht started in Townsville, Queensland, at the end of September when the Duke of Edinburgh embarked. That was followed by ten days in Brisbane where Prince Philip opened the Commonwealth Games.

HMV Britannia embarked the Queen and Duke at Port Moresby, Papua New Guinea, and during the next fortnight visited Honiara in the Solomon Islands, Hauru, Kiribati, Tuvalu and finally Fiji where the royal passengers disembarked.

On several occasions the

yachtsmen were able to go ashore to watch the native dancing and feasting which greeted the Queen.

The Britannia which reached the Antipodes via Gibraltar, the

Suez Canal, Colombo and Singapore, returned via Western Samoa, the Marquesas Islands, the Panama Canal and Tortola in the British Virgin Islands.



APPOINTMENTS

New look at the top

A SERIES of changes of appointment at the top of the Royal Navy is now complete.

Admiral Sir Henry Leach was promoted Admiral of the Fleet on December 1 on being succeeded as First Sea Lord by Admiral Sir John Fieldhouse.

Admiral Leach has served 45 years in the Royal Navy and his three-year spell as First Sea

Lord included the difficult and extensive period of review of naval strength, and the momentous Falklands conflict.

In his final message to the Fleet, expressing thanks for support and wishing all the best of fortune, he said, "The Falklands operation showed the world that the quality, courage and professionalism of the Royal Navy remain unsurpassed."

The new First Sea Lord, Admiral Fieldhouse, was as Commander-in-Chief Fleet in overall military control of the Falklands operation.

DEPARTURE

As reported last month, Admiral Sir William Staveley has succeeded Admiral Fieldhouse as CINCFLEET.

Meanwhile, Admiral Sir James Eberle leaves the Navy after more than 40 years service, his last appointment being Commander-in-Chief Naval Home Command. He was succeeded on December 9 by Admiral Sir Desmond Cassidy, formerly Second Sea Lord.

Appointments recently announced include:

Capt. M. V. Worrell, HQAFOUSOUTH as Asst. Chief of Staff (C and E), March 17 (To serve as commodore)

Capt. G. A. Eades, Battleaxe in command, May 4

Capt. P. C. Abbott, Ajax in command and as Capt. Fl. May 31

Capt. J. D. L. Backus, Antrim in command, April 6

Capt. I. F. Chrisop, Director, Naval Physical Training and Sport, February 25

Capt. A. Grose, RN Presentation Team January 4 and as Captain

Capt. C. G. Le Mesurier, Capt. of the Port and Queen's Harbourmaster Plymouth December 3, 1982

Cdr. A. T. Lightoller, Turbulent (building) January 31 as senior officer and in command for trials and service

Cdr. R. J. Lowndes, Hecate in command, July 27

Cdr. C. L. Welford-Brown, Valiant in command, April 19

Lieut.-Cdr. H. P. May, Beagle in command, March 8

Lieut.-Cdr. J. H. Loudon, Staff Officer Tay Div. RNR and Cuxton in command, February 28

BLAKE'S LAST TRIP

VETERAN warship HMS Blake begins her last journey — from Chatham Naval Base to a breaker's yard at Cairnryan. The six-inch gun ship was launched as a conventional cruiser in 1945 and rebuilt as a command helicopter cruiser in the mid-Sixties.

The Blake, which was towed away by the RMAS tug Typhoon and Roysterer, paid off to join the Standby Squadron two years ago.

Picture: HMS Pembroke.

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RNR changes

COMMODORE John Wightman has succeeded Commodore Bob Hastie as Commodore List 3 RNR, while Commodore Michael Bradford has succeeded Commodore Gordon Greenfield as Commodore List 1. The changeover ceremony took place on board HMS Victory.

Commodore Wightman is an Edinburgh solicitor. Commodore Bradford is employed by P & O Cruises and was second-in-command of the Canberra during the Falklands conflict.

Arrow cubs

CUB SCOUTS in Milton Keynes are riding on the crest of a wave since gaining permission from HMS Arrow to be known as the 1st Condidown (Arrow) Pack. They are planning a visit to the ship and hope to use the Arrow's crest on their uniforms.

OBITUARY

C. McFarlane, MEMN (M)1, HMS Arrow, November 28

A. Mercer, ALSA, HMS Cardiff, November 29

A.W. Lambert, Lieut.-Cdr. December 4

P.A. Deacon, AB(S), HMS Illustrious, Missing, presumed dead, December 4

T. Paterson, POMEM(M), HMS Sultan, December 11

K. St. B. Collins, Rear-Admiral, Aged 78, Commanded HM ships Scott, Seagull, Camper, Cook and Vidal, Hydrographer of the Navy 1955-60

W.D. Sedgwick, Ex-MAA, Aged 51, Last ship HMS London

G. E. V. Williams, Ex-Ch. Mech, Aged 71, Served in HM ships Manchester and Valiant

Lionel Charles Maggs, A Lieut.-Cdr (S), Derrick Moorhouse, Aged 57, Past chairman, Scarborough branch RNPAS



ABOVE — Part of A Flight's job was to use their Sea Kings to deliver rations all over the islands. Here Victor 50 loads up at the Moody Brook depot in Port Stanley. ABOVE RIGHT — Plenty of space for everyone in this view of the settlement buildings on Lively Island. RIGHT — Spud bashing duties for AEMs Steve Milor and Mark Devereux. BELOW RIGHT — Pictured with the salvaged nose wheel assembly of an A4 Skyhawk are (left to right) Sub-Lieut. Paul Smith, Lieut. Tom Riviere and Lieut. Chris MacBean. The wheels, recovered from an aircraft which crashed off a nearby island, were to become the basis of a new farm trailer.

Lively times down south

MEMBERS of 824 Squadron's A Flight have been savouring life at an aviation outpost "down south" among the sheep and penguins.

The name Lively Island and simple lifestyle of the Falklands farm settlement may seem incongruous but it was a combination which provided an unusual and satisfying spell of duty for the unit.

They were making their second visit to the Falklands, having been with the carrier battle group on anti-submarine, surface search and re-supply duties during the war, including duty at San Carlos.

Their second spell of Falklands duty began with heavy lift tasks for the Commander Land Forces, the two Sea Kings achieving 400 flying hours in three-and-a-half weeks.

When the flight left RFA Olmeda to make room for the Fleet Target Group, they moved to a forward operating base on Lively Island, about 27 miles from Stanley. The idea had been formulated during a

mission ferrying a civilian doctor round remote settlements.

There was sufficient accommodation in the three houses, and enough space from which to operate the aircraft, and the equipment needed to set up a self-sufficient aviation outpost was obtained from RFA Olmeda, the Army and RAF Stanley.

Other inhabitants of the seven by four miles island were settlement foreman Albert Davis, his wife Yona and 19-year-old son Nick, and 6,500 sheep and assorted wild life, including shag, penguin and elephant seal colonies.

Blizzards

During the detachment the aircraft operated — often in blizzard conditions — from a flat grassed area near the main house.

The mobile avionics and electric workshops in the Olmeda were left fully staffed, as was the mobile aircraft issue centre, to give support when the ship was within range.

During the long aircraft absences, off-watch men could roam the island, while the standby party took part in community work like peat digging (a team of three could produce almost as much as Nick!) and house painting.

Squadron dentist Surg. Lieut.(D) Rob Glenning flew in briefly and set up a mobile surgery, while the flight medic, LMA Ray King, dealt with minor injuries resulting from

Wheel assembly picture by Sub-Lieut. D. R. Taylor, all others by Lieut.-Cdr. Ian McKenzie.

various adventures. An Army veterinary surgeon arrived by Gazelle one afternoon to deal with livestock problems — a scene resembling something from a James Herriot novel.

The settlement projector was commissioned and used to screen a continuous supply of films borrowed by the aircrews from their various "customers."

With the lambing season in full swing, a popular pastime was helping in bottle feeding

abandoned lambs. The Davis family found great delight in the fact that flight members held long conversations with their "babes." Senior pilot Lieut. Dave Issitt also learned the art of milking cows as another string to his combat survival bow.

The 824 Squadron D (Eyes in the Sky) Flight were invited to "cycle" aircrew to Lively Island to fly A Flight's aircraft, and give them a break from AEW operations.

Tours of the elephant seal and penguin colonies at the southern end of the island became popular, and an aircraft departing for a task would deposit en route a group of walkers to make their own way back across the moorland-like terrain. Later a settlement jeep was restored to working order by CPO Paul Leeper, assisted by CPO John Parker and PO Terry Ritchie.

When news arrived that the flight commander, Lieut.-Cdr. Ian McKenzie, and the AEO, Lieut. Dave Smith, had been awarded the MBE in recognition of A Flight's service during the war, the Olmeda despatched a spectacular cake, and her master, Capt. Jim Foster, provided champagne.

Liferaft

An Argentinian multi-seat liferaft, recovered intact from a nearby island, was used with the settlement boat after an overhaul by LA Martin Bowries.

The flight were returning home for Christmas leave and an aircraft maintenance period. Plans for the New Year include a tour of duty down south.

The flight comprises two Sea King Mark 2, ten officers and 34 ratings. They are "parented" by RN air station Culdrose.



Flying dentist Surg. Lieut.(D) Rob Glenning treats AEM Nick Williams during a short visit to Lively Island.

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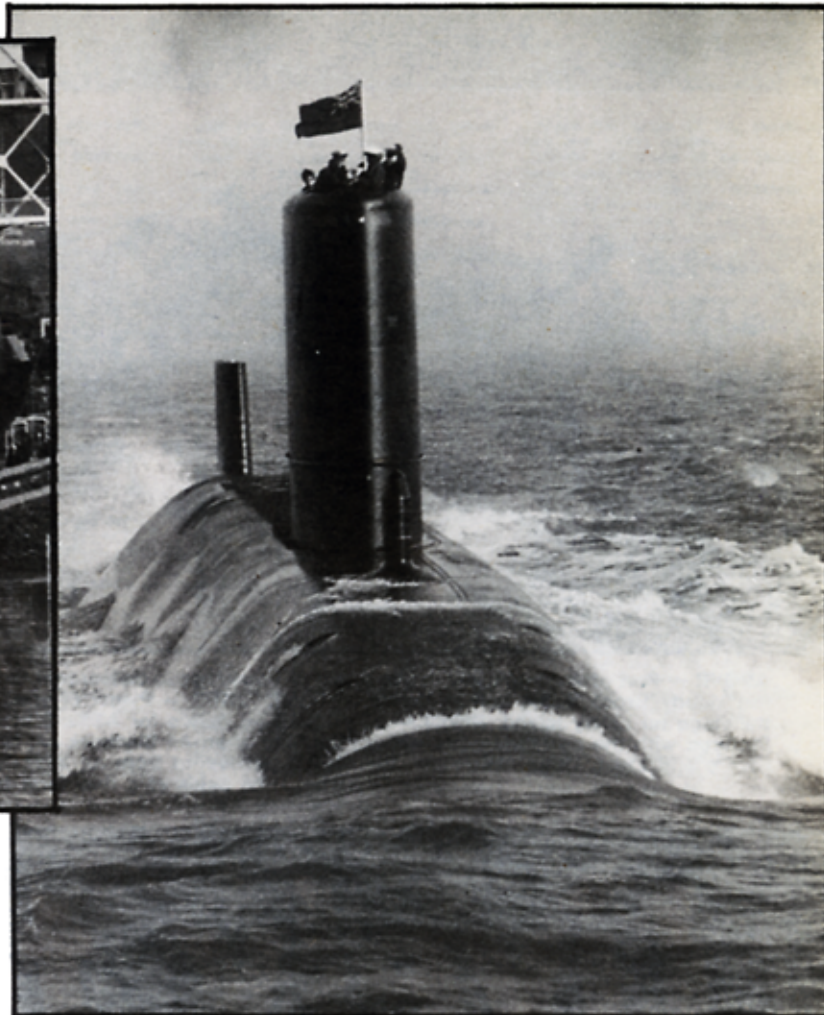
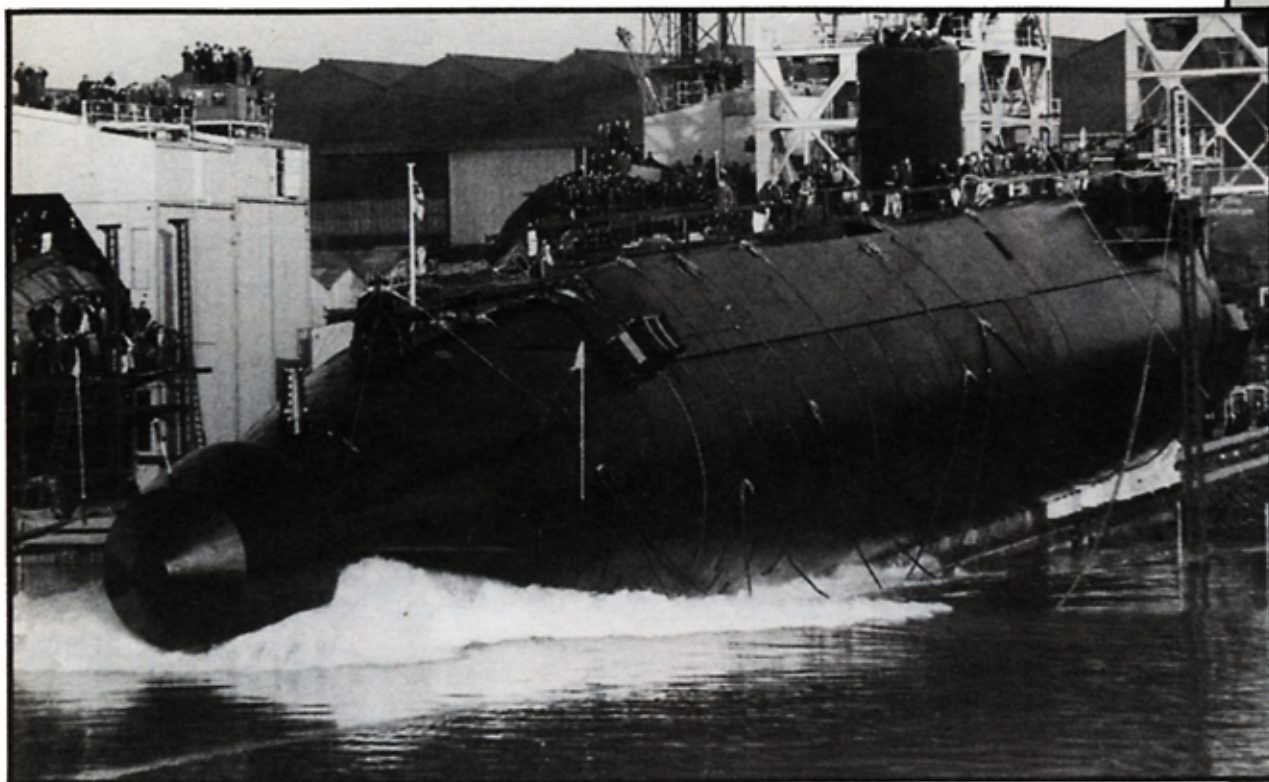
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Pictures: M. D. Vallance.

It's two for T at Barrow

One out, both out... the portly lines of HMS Turbulent enter the water at Barrow-in-Furness the day after her "T-class" sister-ship, HMS Trafalgar (right), put to sea for the first time.

HMS TURBULENT, latest in a new line of nuclear-powered hunter-killer submarines, was launched at Barrow-in-Furness on December 1 — the day after the first of the class, HMS Trafalgar, embarked on her contractor's sea trials.

Both boats have been built by Vickers (Shipbuilding) Ltd. and will be armed with the underwater-launched Sub-harpoon missile as well as Tigerfish wire-guided torpedoes.

The 4,500-ton Turbulent was sent down the slipway by Lady Cassidi, wife of the Commander-in-Chief

Naval Home Command, Admiral Sir Desmond Cassidi.

Like the Trafalgar, the Turbulent will be able to operate for years without refuelling. She will be capable of speeds in excess of 25 knots at depths greater than 500ft. and her chances of detection by the enemy

will be reduced by her covering of specially developed insulating tiles which cut down noise.

HMS Turbulent is the fifth Royal Navy vessel to bear the name. Two of her predecessors were lost in the world wars — a destroyer at Jutland and a submarine off Sardinia in 1943.

Freedom of Tunbridge for Brilliant

CHEERING CROWDS lined the usually placid streets of Tunbridge Wells at the end of November to give their Brilliant heroes a brilliant welcome.

The unaccustomed commotion in the Kent community marked the granting of the Freedom of the Borough to Type 22 frigate HMS Brilliant, which returns to the South Atlantic soon.

Thousands of townspeople turned out to witness the ship's company exercising their new right to march through the streets with colours flying, drums beating and bayonets fixed.

GIFTS

It was the climax of four days of events which cemented ties formed between ship and town when the Brilliant was building in 1978. Music during the parade was provided by the Royal Marines Band of the Commander-in-Chief Fleet and the salute was taken at the Town Hall by the Mayor, Brig. Charles Sherman.

On a special dais outside the hall, the ship's commanding officer (Capt. John Coward) received the Freedom Scroll and the gift of an engraved silver armada dish. In turn the mayor received from the captain a framed painting of the ship which will hang in the Town Hall.

While the Brilliant's officers lunched with the mayor, more than 200 of the ship's company, with relatives, were entertained to lunch by the local branch of

the RNA, helped by brewers, traders and others.

When the mayor and Capt. Coward joined the RNA party a painting of the ship in the South Atlantic was presented to the commanding officer by the artist, Mr Peter Vincent.

Other events during the visit included a social evening for 150 officers and ratings at Sherwood Park Community Centre. The guests were provided with free beer worth £550 and a buffet which covered 16 tables. The drinks were donated by Charringtons and Rawlings Canada Dry.

Many townspeople visited the Brilliant at Dover and at a cocktail party on board Cllr. Bill Shepherd presented the ship with a plaque recording her links with Tunbridge.

LISBON

Since the Freedom visit the Seawolf-armed frigate has undergone trials in the Gibraltar area during which the Governor of the Rock, Admiral Sir David Williams, flew by helicopter to join the ship.

The Brilliant paid a four-day visit to Lisbon before returning to Devonport for Christmas. After leave she was undergoing work-up at Portland and a Joint Maritime Course as a lead-up to her second spell in the South Atlantic.



BRIGHT AND EARLY FOR MANCHESTER

THE WHITE ENSIGN is hoisted on board HMS Manchester as she becomes the first stretched Type 42 destroyer to be handed over to the Royal Navy.

The Manchester, 51ft. longer overall than previous ships of her class, was accepted into service at Portsmouth on November 19 and commissioned on December 16 — a year ahead of schedule.

She was built by Vickers at Barrow-in-Furness and launched by Lady Catherine Cornford in November, 1980.

Lady Catherine and Sir Clifford Cornford were among the guests at the commissioning ceremony at Portsmouth. Also present were Vice-Admiral Peter Stanford (Vice

Chief of the Naval Staff), Rear-Admiral Anthony Tippet (Flag Officer, Portsmouth), Col. Sir Geoffrey Errington (Colonel of the King's Regiment affiliated to the ship), Mr Winston Churchill (MP for Manchester Stretford) and civic dignitaries from the city, including the Lord Mayor Cllr. C. Tomlinson.

The commissioning service was conducted by the Chaplain of the Fleet, the Ven. Raymond Roberts.

HMS Manchester, under the command of Capt. A. N. Wigley, has added length to allow for the fitting of extra armaments. Her present weaponry includes the Sea Dart surface-to-air missile and the Stingray torpedo.

Trophy for Task Force

THE Segrave Trophy for achievements on land, water and in the air has been awarded to Rear-Admiral Sir John Woodward and the men and women of the Falklands Task Force.

Sponsored by Castrol, the trophy was presented to Admiral Woodward at the Royal Automobile Club, London. Among the recipients of Segrave Medals was Maj.-Gen. Sir Jeremy Moore, RM, commander of the land forces during the Falklands war.

Instituted in 1930, recipients of the trophy have included Sir Donald Campbell, his father Sir Malcolm, John Cobb, Geoffrey de Havilland, Stirling Moss, Barry Sheene and Mike Hailwood. It is the first time that the trophy has been awarded to serving personnel of the Royal Navy.

Rangatira lands her 1,000th

STORES and accommodation ship TEV Rangatira clocked up her 1,000th deck landing in Port Stanley Sound.

The Union Steamship Company vessel, taken up from trade in May, marked the occasion with a flight deck celebration. The pilot of the Wessex 5 helicopter that made the landing, Lieut.-Cdr. Peter Machin, was met by the Rangatira's master (Capt. Pat Liddell), the ship's senior naval officer (Cdr. David Lines) and PO(AH) John Davies, flight deck officer since the formation of Naval Party 2070.

Church facelift

AT A SERVICE in St Nicholas Church, HMS Drake, the chaplain, the Rev. B. G. G. Marshall, paid tribute to the skill of men from the Department of Environment who had repainted the interior.

More awards for Melpol rescuers

TWO Royal Navy Sea King helicopter crews have been honoured by the Shipwrecked Fishermen and Mariners' Royal Benevolent Society for their part in the rescue of 28 crewmen from a blazing cargo ship.

The Edward and Maisie Lewis Award for outstanding air-sea rescue went to six officers and two ratings of 737 Naval Air Squadron, The Duke of Norfolk, President of the Society, presented the trophy at the group's annual meeting at the Fishermen's Hall, London on November 24.

Recipients were Lieut.-Cdr. David Rutherford Larmour, and Lieuts. John

Desmond Connell, Andrew Timothy Healey, Matthew Paul Jennings, Martyn Reid, Richard John Churchley (a sub-lieutenant at the time of the rescue just over a year ago), POACMN Kevin John Matthews and LACMN Paul Thomas Newman.

Their feat has already brought the officers the Queen's Commendation for Valuable Conduct in the Air. The ratings, winchmen in the helicopters, were awarded the Queen's Commendation for Brave Conduct.

Flying from RFA Engadine, they braved violent winds and seas, smoke and poor visibility to pluck the survivors

from the freighter Melpol adrift in mid-Channel.

Two members of the boarding party from the Engadine have been invested with the Queen's Gallantry Medal at Buckingham Palace for their part in the successful and gruelling battle to bring the Melpol's fires under control. They are Chief Officer Christopher Smith and CPO John Olley.

Another award from the Shipwrecked Mariners' Society went to Lieut.-Cdr. Michael Hewitt, his two teenage daughters and another teenage girl who together saved a lone yachtman in the English Channel last April.

The four received the Society's own trophy, awarded each year for an outstanding sea rescue by a non-commercial vessel.

Lieut.-Cdr. Hewitt, of the Admiralty Interview Board, was skipping the 38ft. sloop Black Jack on passage from Cherbourg in 10ft. waves and Force 8 winds.

He and his young crew spotted a dismasted yacht which had been hit by a freighter three days earlier. The lone man on board had been bailing for three days and was exhausted.

Helped by the Sealink ferry Earl Granville, which provided a lee, Lieut.-Cdr. Hewitt manoeuvred his craft

alongside the crippled boat so that the girls could pull the occupant to safety.

● The Shipwrecked Mariners' Society has had its most successful year since it was founded in 1830. It disbursed a record £329,781 in relief grants, £41,000 more than the previous year — itself a record. The Society exists to help members of the seafaring community: the elderly, the chronically sick or disabled, widows and orphans, and those in need of immediate assistance following shipwreck.

Guest speaker at the annual meeting was Admiral Sir William O'Brien, chairman of the King George's Fund for Sailors.

Towering hospitality for mine guests...

WRENS ON A TOUR OF DUTY



DAVE MIXES WELL WITH HIS ALLIES

NAVY Cook Dave Burland shows off the mouth-watering chocolate cake he made for a NATO cookery competition held at Rosyth. It may not have won the contest, but it was certainly a winner on board Dave's ship HMS Dido.

The competition, staged on board the Canadian ship HMCS Algonquin when ships of NATO's Standing Naval Force Atlantic visited Rosyth, was won by the Dutch entry. Other naval cooks taking part were from the United States, Canada, Norway, Denmark and Germany.

Navy and Royal Marines "chefs" scooped two trophies and eighteen medals at the Salon Culinare organised at Canterbury by the Kent Division of the Cookery and Food Association.

Entering a major culinary competition for the first time, LCK Paul Salvage of HMS Cambridge gained the Fawkhams Valley Trophy for the best static entry as well as a gold medal for his decorated cold fish dish.

Members of the Supply School in HMS Pembroke won the Hallgarten Trophy and Gold Diploma for the training establishment with the most points.

STANDING Naval Force Channel, comprising seven MCM ships of four nationalities, visited the Port of London following a minewarfare exercise with ships of other NATO nations.

In the force are the German command ship Mosel, the minehunter HMS Gavinton, Belgian minehunter Bovesse, Dutch minesweepers Abcoude and Ommen, and German minehunters Marburg and Koblenz.

Four Wrens from HMS Warrior helped brighten a sightseeing tour of the capital by a group of sailors from the visiting ships. On the itinerary were the Tower of London, Tower Bridge and Trafalgar Square.



Picture: LA(Phot) Tab Hunter

Pictured here with two Beef-eaters at the Tower are (from left) Gefreiter Peter Muller, of the Marburg, Wren Jacqueline West, Wren Susan Charlton, and AB James Gallagher, from the Gavinton.

The other Wrens in the sightseeing party were Wren Alyson Turford and Wren Lesley Foster.

Below, all four Wrens greet the Abcoude from opposite the Royal Naval College Greenwich.



Picture: PO(Phot) David Schwartz

Honours rain on to Bristol

HMS BRISTOL's ship's company had a distinctly damp look for the Lord Mayor of Bristol's inspection when the guided missile destroyer visited her home city in mid-November.

For as the men marched a mile and a half through the city centre to Council House the heavens opened and the smartly turned out guard and marching platoons were saturated by torrential rain.

The parade was led by the Royal Marines Band of Flag Officer Plymouth, Vice-Admiral David Brown, a former commanding officer of the Bristol. The contingent was inspected by the Lord Mayor, Cllr. Joe Maggs, who was accompanied by the commanding officer, Capt. Mike Rawlinson.

After the parade there was a civic reception at Council House.

MISSILE FIRINGS

One duty carried out by the Lord Mayor and Lady Mayoress was to visit the Bristol to stir a bottle of rum into the ship's Christmas pudding mix.

Before sailing to Bristol the destroyer carried out successful high seas firings of Ikara and Sea Dart missiles.

A sponsored run by members of the ship's company from Portsmouth to Bristol coincided with the visit and lifted the ship's total of money raised for charity in the year to more than £4,000.

Among those to benefit were children of Bristol Ward of the Charing Cross Hospital when sailors from the ship arrived with sackfuls of toys for the young patients.

Fearless stories

HMS FEARLESS has produced a Falklands Campaign Book which records personal accounts of the South Atlantic conflict by officers and ratings in the amphibious headquarters ship.

The 44-page glossy, edited by Lieut.-Cdr. E. H. Featherstone, carries 80 photographs and gives an account of assistance given to other ships, including HMS Argonaut, HMS Plymouth, and RFA Sir Galahad.

Publishers are Bournemouth Press of Bournemouth and copies can be ordered from The Editor, HMS Fearless, BFPO ships, London. Cost is £1.25 and cheques should be made payable to HMS Fearless Welfare Fund.

Inflation proof!

THE CUSTOM observed in Malta during the Second World War of presenting a bottle of gin to British units which sank enemy ships was revived and adapted in honour of the Falklands campaign by the makers of Plymouth Gin.

To allow for inflation, they presented a case each of 100 degree proof gin to the submarine HMS Conqueror and to HM ships Antrim, Alacrity, Brilliant, and Endurance for their successful actions against the enemy in the South Atlantic.

Service for naval nurses

MEMBERS of Queen Alexandra's Royal Naval Nursing Service who served in the hospital ship Uganda in the South Atlantic were well represented at a thanksgiving service held in St Bride's Church in Fleet Street.

The address was given by the Rev. Peter Warland, Staff Chaplain, Royal Navy. The guests included the Medical Director-General (Navy), Surgeon Vice-Admiral Sir John Harrison, Miss Margaret Collins, Matron-in-Chief QARNNS, and Miss Edith Meiklejohn, who was matron on board the Uganda.

Wessex prints

PRINTS of the Wessex HU Mk 5, which played a major role in the South Atlantic, are available for sale from Lieut.-Cdr. R. J. Warden, commanding officer, 845 Squadron, RN air station, Yeovil, Somerset, BA22 8HT, telephone Ilchester 840551 ext. 6666.



Bond machine in Dumbarton Castle trial

SPY-GYRO CHECKS IN

JAMES BOND tactics were tried by patrol vessel HMS Dumbarton Castle when she became the first ship in the Royal Navy to launch and land an autogyro while under way.



Zeus III, the tiny aircraft used in the trial five miles off Lowestoft, appeared a few years ago in the film "The Martian Chronicles." But many people best remember the autogyro from the James Bond film "You Only Live Twice" in which 007 flew a special version of the mini-helicopter to reconnoitre an enemy base.

On its first excursion with the Navy, Zeus III was piloted by 66-year-old autogyro pioneer Wing-Cdr. Ken Wallis, test pilot for "Seaspy" — a system being researched by Vosper Thornycroft (U.K.).

Aim of the scheme is to test the feasibility of giving fast attack craft autogyro "eyes" to search over the horizon.

Zeus III made a perfect land-

ing on the fishery protection craft, but in the words of one senior observer it appeared to require a runway rather than a flight deck for take-off.

Hairy

Wing-Cdr. Wallis said he had not got up as much rotor speed as he would have liked for the launch.

"Instead I ran along and jumped over the side of the ship," he said. "I think it probably looked more hairy than it was. There was no drama from my point of view, but I think the helicopter boys were a bit surprised to see how I took off."

ZEUS! HE'S HERE

TOP PICTURE: The autogyro Zeus III hovers over the flight deck of HMS Dumbarton Castle during the first trial of its kind. BOTTOM PICTURE: The ship's flight deck team with the machine — left to right, AB(M) Alan Donnelly, WEM(O) Mark Rochester, MEM(L) Bomber Wells, CK Dewi Morris, flight deck officer Lieut. Greg Jones, STD Andrew Elcock.

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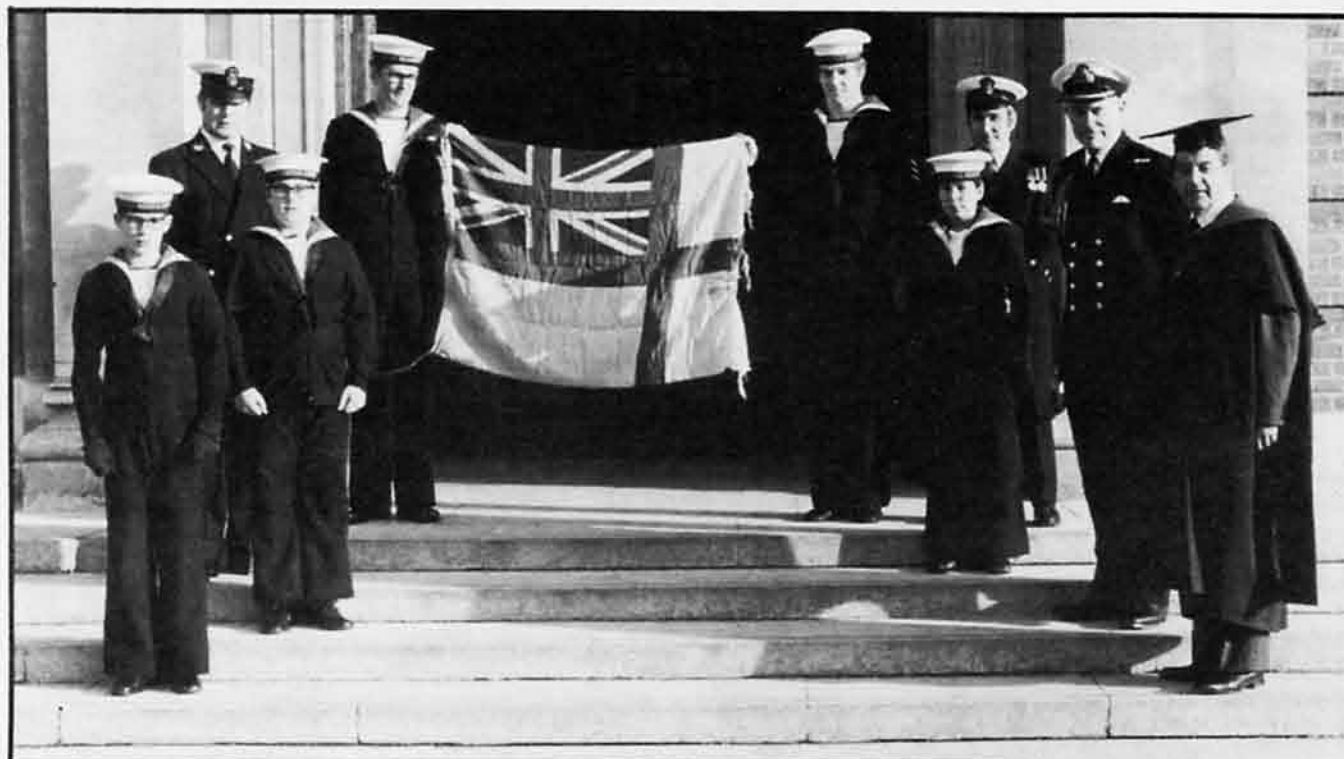
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The ensign from HMS Glamorgan is displayed at the Royal Hospital School, Holbrook, before being placed for safe keeping in the school chapel. From left to right are MAA Malcolm Smith, of HMS Glamorgan, with his sons Andrew and Jonathan in school uniform; old boy Allen Macey, an engineer mechanic in the Glamorgan, who handed over the ensign; school head boy Michael Cornish; CPO Christopher Lewis, with son Christopher; Capt. Michael Barrow; and the headmaster, Mr. Norman Worswick. The ensign was received by the school chaplain, the Rev. Martin Orme.

Picture: Russell Edwards

Holbrook receives Glamorgan ensign

THE BATTLE ensign worn by HMS Glamorgan during the Falklands conflict has been presented to the Royal Hospital School, Holbrook.

The school, which educates the sons of sailors, had about 80 parents or old boys involved in the conflict, including at least four ex-pupils and a similar number of parents in the Glamorgan.

Presentation of the ensign, which will be displayed in the school chapel, was agreed by Capt. Michael Barrow, who commanded the Glamorgan during the conflict and was awarded the DSO. Thirteen men died when the ship was damaged.

At Holbrook the ensign will be placed alongside that of HMS Inflexible, which took part in the first Battle of the Falklands in 1914. Other ensigns and flags in the school chapel include those from ships which fought at the Battles of

Jutland (1916) and North Cape (1943).

Before the Glamorgan ensign presentation service, Capt. Barrow took the salute at a parade of all 710 boys, aged between 11 and 18 and wearing naval uniform.

PROUD

The headmaster, Mr. Norman Worswick, said: "We are proud and thankful to add this flag to others which have flown during earlier actions... We shall value it as a further symbol of the links between the Senior Service and ourselves."

Mr. Michael Kirk is to become headmaster on September 1, 1983. Mr. Kirk was an assistant master and housemaster at Stowe School before, in 1978, becoming headmaster of the Gordon Boys' School, Woking.



A christening ceremony was held on board HMS Glamorgan at Portsmouth for Gemma Louise McCallum, who was born about a month after her father AEA(M)2 Kelvin McCallum died when the destroyer was hit by an Exocet missile in the Falklands. Pictured is Gemma's mother, Mrs. Angela McCallum, who said the ceremony would have been her husband's wish. Holding the baby, who was wearing her father's christening gown, is the Rev. Noel Jones. On the right is the present commanding officer of the Glamorgan, Capt. C. P. O. Burne.

Sultan bus ceremony

A 42-seater bus was officially handed over to the HMS Sultan Volunteer Cadet Corps at a ceremony at Sultan attended by the cadets. The unit comprises children, aged nine to 16, of Service members and the local community.

Money to buy the bus was raised by the Corps, its active Parents' Association and from grants.

FIRE HAZARD

THERE are too many fires in naval married quarters, according to an official analysis of fire and fire losses in ships and establishments for 1981-82.

"There has been a decrease in the incidence of fires," says the report, "and a considerable decrease in the monetary loss from fires when compared with the previous 12 months."

"The incidence of fires in married quarters remains a disturbing factor, however, and this has been commented upon separately to commands."

Naval aid took the cake . . .

THANKS are expressed by Lady Leach and her helpers to all ships, establishments and individuals who contributed so generously — and baked so skilfully — for this year's SSAFA Christmas Market.

The Market, at which the Royal Navy is responsible for the cake stall, was held at Chelsea Barracks, London, and raised more than £110,000. Final figures are not yet known, but the Navy's contribution looks like being nearly £4,000.

Meanwhile the results of SSAFA's "three car draw" have been published. The draw was made by Trooper Michael Pedersen, of the Blues and Royals, and his horse Sefton, survivors of the Hyde Park bomb explosion.

Winners of the three Ford Fiesta cars, sponsored by Natocars and Ford Personal Import Export Ltd., were L/Cpl. Watkins, 8 Rgt., RCT, BFPO 17; Mrs. F. Atherton, of Hungerford, Berks; and Simon Butcher, of Magdalen College School, Oxford.

Firm friends

A naval wife writes from Willenhall, near Walsall, about the group of northern factory workers who raised funds for HMS Broadsword, as reported last month.

Mrs. C. M. Martin, whose husband was in the frigate in the South Atlantic, mentions that members of the staff of leather goods specialists Simon Martin

Ltd., of Walsall (no relation), sent many parcels to the Broadsword as a result of fund-raising efforts.

Later the firm presented a leather plaque to the ship and there were Broadsword leather wallets for members of the ship's company.

Thanks for your support

Mr. P. K. Tonkin, of Eckington, near Sheffield, writes on behalf of his family and himself to thank readers for their support in helping keep alive the memory of their son, MEM(M) Stephen Tonkin, lost in HMS Coventry.

Wyke Regis neighbours

Mrs. Daphne Farquharson, whose husband served in the Medical Branch of the Royal Navy for 22 years, would like to hear from anyone who was living in naval quarters at Wyke Regis in 1972, especially Helen and John Chapman. Telephone Cleethorpes 696904.

How Bert found peace

EX-Royal Navy man Mr. Bert Coburn enjoyed his retirement until the sudden death of his wife. Then for four years he lived alone, often becoming depressed.

From an article in Navy News he learnt that at Falmouth in Cornwall the British Sailors' Society runs a home for retired seafarers. He found there was a vacancy and, shortly after, became a resident.

He liked the home-like atmosphere of Armin House, and began to enjoy the feeling of belonging.

Unfortunately Mr. Coburn had only six months to live and he died at the age of 72.

APPRECIATION

All this was some while ago, but the British Sailors' Society, glad to help this lonely man find peace in his final months, are still helping others. Bert's appreciation was reflected in his will, which left nearly all his savings to the society to help them carry on their work.

At present Armin House has two vacant rooms, with weekly rent of £33, all found. Residents have their own rooms, there are two lounges with colour TV and the home is centrally heated.

Anyone interested should write to the Manager, Armin House Retired Seafarers' Home, Bar Road, Falmouth TR11 4NN.

Whither the roses?

WHAT happened to the roses? Battersea florist Mr. David Connolly, who presented roses to Falklands veterans on the return of the QE2, the Canberra, and HM ships Hermes and Invincible, would like to hear from anyone who kept theirs. Remember the one pictured between the teeth of Sub-Lieut. Prince Andrew?

Should anyone have a rose story, they should write to Mr. Connolly at 231 Lavender Hill, London, SW11.

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GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

FARE'S FAIR

BEHIND the introduction of a new food charge from January 1 this year lies the conclusion of the Armed Forces Pay Review Body that married unaccompanied personnel living in shore messes have been enjoying a benefit which is "inequitable."

At the same time it becomes clear on reading a new MOD(N) announcement that much effort is being directed towards improvements on the conditions of service scene generally "to alleviate the effects of the 1981 Defence Review."

Ranging widely over the background of the new food charge, the announcement covers aspects such as the married/single question and separation. The Service — especially those who have been critical of the new charge — will be most interested in the explanation of what has gone in the "corridors of power" about these charges.

Interim

"In their 1982 report," says the statement, "the Armed Forces Pay Review Body (AFPRB) recommended the introduction of an interim food charge of £5 per week for married unaccompanied personnel living in mess or barracks, from October 1, 1982."

"As announced by signal on September 16 1982, the operative date has been postponed to January 1 1983. Detailed amendments to the appropriate article of BR 1950 are imminent. The amount of food charge will be 72p a day, including week-ends."

"The background to this stems from the introduction in 1970 of the concept of a military salary, which carried with it the principle that members of the Armed Forces would be charged a realistic price for their food."

"Prior to that, single per-

sonnel received free food, and married personnel living with their families received a ration allowance. Married personnel serving away from home ate free but lost their ration allowance."

"The food charge introduced in 1970 for single personnel, and the ration allowance on which it was based, did not however include the full cost of preparing, cooking and serving meals."

"The AFPRB reviewed this in 1980 and 1981 on the grounds that the system was obsolete, following the introduction of the military salary."

"It was agreed that, as the system was based on an outmoded concept and difficult to update from readily available data, the food charge for the single service man should in future be set at a level comparable to the costs borne by civilians, as shown by the Department of Employment's annual Family Expenditure Survey, taking into account the special circumstances of Service life."

Concession

"The waiver of food charges for married servicemen living in mess or barracks was a concession linked historically to the qualifying conditions for payment of ration allowance."

"The AFPRB found that the waiver caused resentment among single personnel who believed, wrongly, that they were subsidising the married unaccompanied serviceman's meals."

"It was accepted by the Ministry of Defence that the

A.F.P.R.B.'s New Year's Resolution on Meal Charges for Married Unaccompanied.



"It's probably 'A Food Price Rise Backlash' for us."

existence of the concession tended to encourage unaccompanied service, and also ignored the saving in household expenditure in such circumstances."

"The AFPRB took the view that it would not be appropriate to levy the single serviceman's food charge on married accompanied personnel because it related to the expenditure of the single person household in civilian life and not to the food costs of a married household which are less per individual."

"They thought that a modi-

fied assessment, taking account of this and home savings, would provide a more equitable solution."

Difficulties

"MOD held to the view that a food charge for married unaccompanied personnel, while appropriate, should not be introduced before implementation of proposals to assist house owners to move with their families, since it was clear that some individuals decided to serve on an unaccompanied basis because of

the difficulties associated in uprooting their families."

"Nevertheless the AFPRB considered that the introduction of a food charge should not be delayed and recommended an interim charge of £5 per week from October 1, 1982, based in part on assessed home saving. They held that married unaccompanied personnel receiving free food were enjoying a financial benefit by way of home savings which was inequitable at a time when other members of the Armed Forces were facing significant increases in their charges. The Government accepted the report in full."

"It has been agreed that there should be certain exceptions, as follows:

Exempt

- Those serving under conditions in which single personnel would be exempt.
- Those serving on an official recognised unaccompanied appointment or draft.
- Those who do not qualify for payment of disturbance allowance and removal expenses, provided the food charge was not being paid at the previous duty station.
- Those married service couples appointed or drafted to separate locations, when either the husband or the wife, but not both, could claim exemption.
- Those awaiting the allocation of official accommodation in which they will live with their families at the new duty station.

"The AFPRB," continues the MOD(N) statement,

"have expressed their concern to see the early implementation of measures to make it easier for people to move with their families, and this is receiving urgent consideration within MOD."

"It is not expected, however, that everyone will be in a position to opt for a family move with each draft or appointment."

Warrants

"The existence of separation warrants, separation allowance, and of course the waiver of accommodation charges, will help those who see no reasonable option but that of unaccompanied service from time to time."

"There is room for improvement in this area, but this will have to be negotiated in the general context of improvements in conditions of service needed to alleviate the effects of the 1981 Defence Review."

"The Admiralty Board is considering what improvements are necessary to offset, as far as possible, the changes which will come about in the near future. It may be quite a long time before all that is needed is achieved, but it is possible that some measures will be announced later this year," concludes the statement, which was issued as DCI (RN) 562 in November 1982.

So good may yet come out of this situation by the tackling of other conditions of service aspects. The announcement indicates the directions in which activity will be focussed.

WAITING FOR THE STAMP OF AUTHORITY

INDIVIDUAL applications are not required for the South Atlantic Medal. A new announcement about the award explains that the Navy's pay and records establishment at HMS Centurion will identify eligible personnel from computer records, and from the list of entitled HM ships, units and merchant ships.

The availability of medals for issue, with or without the rosette according to entitlement, will be determined by the progress of the medal stamping task, which will take several months.

Medals as they become available for issue will be forwarded by HMS Centurion to commanding officers at the recipient's current location.

Rosettes for those entitled to them are required in three sizes: large for the medal with ribbon, medium for the day ribbon, and small for the miniature medal. Rosettes for the medal with ribbon, and day ribbon, will be supplied with the medal and ribbon.

Completion of the medal issue will be notified by a further DCI, after which applications will be invited from personnel who consider that they are entitled, but have not received the award.

The announcement lists all the vessels and Royal Marines units engaged in the Falklands operations in the period April 2 to June 14 1982.

A list is also given of ships and units who served in Ascen-

sion Island, the personnel of which will be entitled to a South Atlantic Medal without rosette.

DCI (RN) 544

☆ Appendectomy

WITH the abolition of the Appendix to the Navy List (the 1981 edition was the last one), an official announcement gives details of where the information is to be found in future.

DCI (RN) 551

☆ Opportunities

BETTER career opportunities for medical technicians in the (L), (P), (H) and (R) categories resulted in the introduction of a Supplementary List. Details are given of the number and appointments of these officers.

Ratings who pass the preliminary selection board will attend a final selection board for allocation of places at Britannia Royal Naval College, Dartmouth.

A review of the pharmacy dispenser specialisation is currently being undertaken.

DCI (RN) 493



"With this medal-stamping process we'll collect them when we go to pension!"

QARNNS BADGES

FOLLOWING introduction of the Unified Nursing Service and to bring QARNNS badges into line with the RN and WRNS, the red braid currently used by naval nurses and CQAs for rate identification is being discontinued.

Rate badges as used by RN and WRNS equivalent rates, but embroidered or printed in red, are to be introduced. Wherever possible existing RN pattern badges are being used.

DCI (RN) 564

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Many boys proceed to the Services or Merchant Navy although the development of character and self-reliance is equally suited to civilian life. One year at the school qualifies for remission of six months sea service for M.N. certificates. Application should be made as soon as possible for boys of good health and character for entry at 13, 14, or 15 years.



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Managing with fewer personnel

THE NUMBER of personnel allocated to Fleet Management Services is being reduced. This reduction, coupled with the need to modify training to meet the challenge of new automatic data processing technology, has made it necessary for the FMS structure to be changed.

The majority of Management Services practitioners are to be withdrawn from command teams into one central group. Commands will continue to have a Command / Fleet Management Systems Officer.

Centralisation of MS resources will provide a single Management Systems Group containing a broad spread of expertise and individuals trained in a wide variety of specialisations and techniques. From this pool teams will be formed to undertake studies.

The new organisation, which comes into effect on January 3, 1983, will be based in HMS Vernon.

DCI (RN) 541

☆ First Aid

NEW First Aid regulations came into force on July 1 1982, but an official explanation says that "in effect they will require little more of heads of establishments in the Ministry of Defence where the Factories Act or the Offices, Shops and Railway Premises Act previously applied."

DCI (RN) J 556

☆ Waived

WAIVER of the educational qualification (NAMES 5.5) required for advance to Leading Seaman in the Operations Branch (Seaman Group) is no longer appropriate, says an MOD(N) statement. "No further waivers will be granted."

DCI (RN) 565

☆ Committee

APPROVAL has been given for the formation of a Naval Training Technology Advisory Committee (NTTAC), "to co-ordinate initiatives in the field of educational and training technology, including the use of resources and the application of research."

DCI (RN) 505

☆ Salvage

FOR SERVICES to the motor vessel Cape Coast on January 10 1979, a salvage award has been made to HMS Eskimo. Special awards have been made to the boarding parties, and an additional award to the helicopter crew from HMS Daedalus.

An award has also been made to the crew of RMAS Agile.

DCI (RN) 563

SHIRT SENSE

AN IMPROVED white collar-attached shirt is being introduced for wear by officers and ratings.

The shirts will be made of the same easy-care polyester/cotton material as the current patterns, but incorporate an improved collar and have button-down shoulder flaps.

Officers will continue to wear tunic-style shirts and separate stiff collars with Nos. 1 and 4

dressess. Consideration will, however, be given to the suitability of the new shirt for wear with these dresses.

Instructions will be issued in due course regarding the wearing of ratings' shoulder badges when the new shirt is in wider use and when stocks of the existing pattern shirt have been run down.

DCI (RN) 545

☆ In lead

HMS EXCELLENT's role as the Royal Navy's leadership training centre is being transferred to HMS Royal Arthur.

This reorganisation, in the wake of the 1981 Defence Review, also brings to an end the leadership schools at HMS Pembroke, HMS Cochrane, and HMS Raleigh.

Pembroke's work ended on September 6, 1982, and the closure dates for the other schools will be announced later.

Eventually the petty officers' leadership course is to be reduced from five weeks to four weeks.

DCI (RN) 548



"I said 'Take me to your leaders' and he said, 'We don't have any now!'"

☆ Festival

THE Royal Naval Theatre Festival, which aims "to stimulate a continuing interest in the amateur theatre and maintain its general standard in the naval community," will hold the 1983 competitions between March 1 and April 8.

DCI (RN) 518

☆ Revision

RECENT changes in professional qualifying courses have led to a complete revision of the Provisional Examination (PE) book for POAEM's of all trades.

DCI (RN) 509

☆ Adventure

CAVING, canoeing, rock climbing, ski-ing and mountaineering are among the joint service adventurous training courses available in the period up to April 1983.

DCI (RN) J 555

Home sweet home



Last aircraft carrier on the Falklands patrol, HMS Illustrious, returns to Portsmouth on December 8 after four months on South Atlantic deployment. She was greeted at the quayside by families and friends — and the Band of the Grenadier Guards. The Illustrious, flagship of the naval force while on station in the South Atlantic, returned after visiting ports in the USA.

Picture: PO(Phot) Radar Thompson

Fife is back with a Lynx

HMS FIFE sailed on December 16 for the first time in over three years — and five months ahead of schedule.

Her extended refit started in October 1980 after the County-class destroyer had completed just over a year as harbour training ship. Work was scheduled to finish by the middle of this year, but the completion date was brought forward as a result of the Falklands war.

The 6,000-ton ship has become the first of her class to re-equip with a Lynx 2 helicopter in

place of the Wessex 3 anti-submarine aircraft.

Her armament of Exocet, Seacat and Seaslug missiles as well as twin 4.5-in. guns has been supplemented by a shipborne torpedo weapons system. In the course of refit the Fife was virtually stripped down and rebuilt with new equipment which will be tested in extensive trials during the first half of the year.

She is due to rededicate in March and is expected to become fully operational in June under her commanding officer, Capt. C. J. Caughey.

Wreaths laid in Abbey

WREATHS were laid on the Defenders Memorial in the South Cloister of Westminster Abbey by representatives of the Forces, including Vice-Admiral Sir Simon Cassels, who recently became Second Sea Lord.

The Defenders Memorial, unveiled in March 1982 by the Duke of Edinburgh, bears the inscription, "To the Glory of God and in memory of all those who in the face of violence have given their lives in the service of the Crown to Defend Freedom, Justice and Peace."

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D.I.Y. WITH THE NELSON TOUCH

BELOW: Getting to grips with a mechanical problem at the EVT course workshops at Phoenix, Portsmouth, are (front to rear) CPO Phillip Byford, Lieut.-Cdr. Dick Barton, instructor Mr. Eric Cross, and Lieut.-Cdr. Martin Saunders. Just across the road at Alexandra Lodge, a home for the aged, graduates of the painting and decorating courses were putting their new-found knowledge to good use. Before their course ended, several rooms in the home had been redecorated to professional standards.

Picture: LA(Phot) Kevin Jeffries



IT IS amazing what 28 days at the Royal Navy's education and vocational training centre in HMS Nelson can do for your average handyman. He can go home and build his own garage, decorate his house to professional standards, or remove the engine from his car...

Although most people who pass through the EVT centre in Nelson do so to brush up on DIY skills, the centre is part of the considerable Joint Service effort to resettle men and women in Civvy Street.

It is an effort which begins seriously during the last 2½ years of a man's (or a woman's) time in the Navy. This period gives most people time to acquire the necessary qualifications for a new career.

Pre-release vocational training is available during a man's last six months in the Service — if his department can spare him — and usually in the month before he begins terminal leave.

Ratings who complete five years over the age of 18 are eligible, as are officers over 40 or those completing an engagement.

The Nelson centre is duplicated by the Army at Aldershot and Catterick, and Servicemen and women may do their courses at any one of them.

Nelson's vocational training officer is Mr. Frank Robertson, who with a staff of nine instructors plus clerical officer, typist and two skilled labourers offers a range of practical tuition in household electrics, bricklaying, painting and decorating, carpentry and joinery, car maintenance, arc and oxy-acetylene welding, bench fitting and centre-lathe turning.

Impressive

Almost all of those on the EVT courses, with the exception of electrical craftsmen from HMS Collingwood, arrive at the centre with little or no previous knowledge of their chosen subject. Most leave with at very least a practical introduction to the subject, many with impressive practical skills.

One lieutenant did a brickwork course then returned to his West Country home and built himself a superb garage/workshop for a total cost of £1,100.

The popular "DIY" courses are, however, only part of the picture, coming as they do under the control of the Base Education Officer, Cdr. Ken Newell, and his resettlement umbrella.

Second careers are particularly pertinent in this time of

high unemployment and Cdr. Newell and his team are anxious that all men and women about to leave the Royal Navy are aware of the resettlement advice and facilities available to them.

Anyone with less than 2½ years to serve who has not yet had a resettlement interview is strongly advised to contact his or her resettlement officer as soon as possible.



Concentrating on a new problem is Admiral of the Fleet Sir Henry Leach, who retired last month as First Sea Lord. Before Christmas Admiral Leach took an EVT course in Nelson to brush up on a long-held interest in carpentry. The admiral's instructor in cabinet making and veneering is Mr. Victor Johns.

Picture: PQ(Phot) Radar Thompson



FCWEA Henry Pocock is about to be bricked up in a mock manhole in the EVT brickwork classroom in HMS Nelson. Around him, left to right, are WEMN1 Sheppard, MEM Boskovic, CPO Mike Elder and Flight Sgt. Dale Garnes of the Royal Air Force.

Picture: LA(Phot) Kevin Jeffries

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Collingwood complex opened

HMS COLLINGWOOD'S new Marlborough training complex, which centralises theoretical and practical weapon engineering training facilities under one roof, has been officially opened.

Performing the ceremony initiating this first-completed part of the establishment's new training area was the Duke of Marlborough.

The name of the new complex commemorates HMS Marlborough, which was centred during the Second World War around Eastbourne College, where RN electrical training was carried out.

The Duke, who was accompanied by the Duchess, was invited by the then captain of Collingwood (Capt. Frank Bowen) to unveil a plaque and, following a tour of the building, plant an oak tree.

Work on the complex, which replaces widely-dispersed wartime huts, began in 1979 and was completed two years later. It comprises four two-storey office, classroom and laboratory blocks and, separated by a

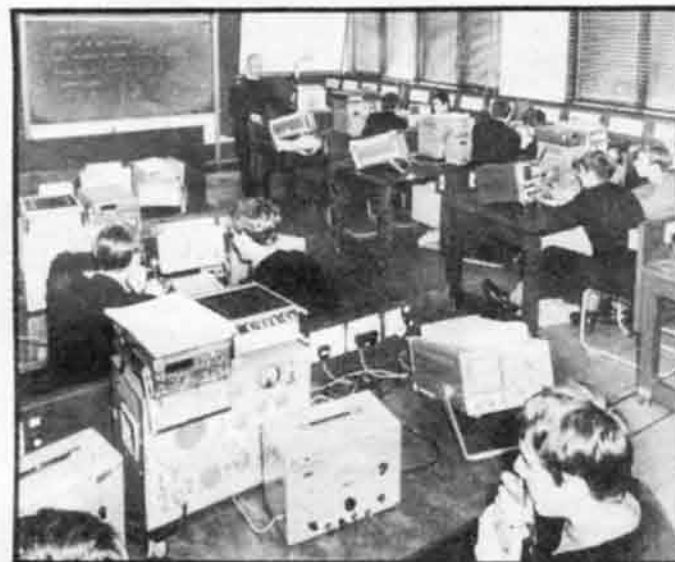
covered way, a large building for associated equipment. The buildings provide for over 650 trainees.

The 40 offices, 40 classrooms and 20 laboratories are designed on the metric grid system with standard-sized classrooms and laboratories but the partitions between rooms allow spaces to be changed if required.

LONG-AWAITED

Equipment area is an industrial-type building comprising eight large equipment bays which have weapon systems, ancillary equipment and load centres.

Apart from providing sheltered access, the covered way separating the two buildings fulfils a long-awaited need for an under-cover area for ceremonial occasions. It also houses



Laboratory facilities in the new Marlborough complex in HMS Collingwood.

a Naafi tea bar facility for trainees.

Collingwood's Manpower Allocation and Control Centre is also in the complex.

At present the complex is being used for career courses by artificer apprentices and mechanic candidates with PJT training in the equipment area.

PEOPLE IN THE NEWS



WEM(0) Rory Cunningham of HMS Glasgow was the naval member of a tri-service guard at a Remembrance Day service at Port Stanley's cross of remembrance. Rory served in the Glasgow during the Falklands war. His great grandfather served with the Royal Marines in the Falklands during the First World War.



KEN ETHERIDGE

From one Brocklesby to another



When CMEM MICK BROCKLESBY left the Royal Navy on November 2 he got an unusual send-off from his namesake ship. HMS Brocklesby heard that he was leaving, invited him aboard, and commanding officer Lieut.-Cdr. ANDY LAWRENCE presented him with a Brocklesby badge. He also invited Mick to the new Hunt-class MCM vessel's commissioning ceremony in February.

Mick, the only human Brocklesby in the Service, was a submariner for 19 of his 22 years in the Navy.



Family Service

Brother and sister Paul and Catherine Nurdling (left) are both serving in HMS Dryad. Paul, a caterer, joined Dryad from HMS Hermes, in which he was serving during the Falklands war. Wren Radar Catherine is learning to programme computers used in Dryad's Tactical Trainer.

Another brother and sister to team up in HMS Dryad are (right) SEA(R) Derek and Wren(R) Julie Farnham. Derek recently completed his training in the establishment and Julie operates computers in the Tactical Trainer.



Master Ken becomes a Mister!

EVERYONE knows that naval records are claimed only to be challenged, but try this one . . . Master-at-Arms Ken Etheridge has just left the Navy after 42 years service — no fewer than 32 of them as MAA.

He joined the Service in 1940 and became a master in 1950 when he was 27. He has been master in HMS St Angelo, RN Patrol Headquarters Portsmouth, HMS St Vincent, HMS Belfast and HMS Vernon.

From 1964 he was an instructor in DQs at Portsmouth. During the Falklands conflict he had a spell in the Information Centre in HMS Nelson.

Remember our lead story on this page last month about six medical personnel from RN Hospital Plymouth flying to the Algarve to take part in an "It's a Knockout" type television game? The programme, to be called "Quartet", was to be broadcast on January 1.

Well . . . one of the competing nations dropped out at the last minute so the programme was called "Trio" — and it was screened on December 30!

A fact that we can report with absolute certainty is that RNH Plymouth won the game.

Chief Officer Margaret Guy, officer-in-charge of Birmingham Royal Naval Reserve, has become the first woman to be appointed a Deputy Lord Lieutenant of the West Midlands. She was the first WRNR officer to command an RNR unit.

In civilian life, Chief Officer Guy is headmistress of Kings Heath High School, Birmingham.

Flag Officer Scotland and Northern Ireland, Vice-Admiral R. R. Squires, visited the engine room of an old ship of his and declared her "as good as new!" Admiral Squires, commanding officer of HMS Eastbourne from November 1963 to December 1965, inspected the ship at Rosyth, where she is the artificer apprentice harbour training ship.

First recipient of the Blue Fox Trophy is FCPO Harry Butler for his work on the introduction of a navigation system for the

Intensive Flying Trials Unit set up for Sea Harrier. The trophy, presented by Ferranti, is a replica of their Blue Fox radar which is fitted to all RN Sea



HARRY BUTLER

Harriers. It is to be presented annually to the senior rating who contributes the most to the Sea Harrier weapons system.

Mr. David Eisenhower, grandson of General Ike Eisenhower, and his wife Julie, daughter of ex-President Nixon, visited the Wall Map Room in Southwick House, HMS Dryad.

The Wall Map Room was General Eisenhower's headquarters during the D-Day operations, and David and Julie visited it as part of their research for a book they are writing about the general who served two terms of office as President of the United States.

They were shown round by Dryad's executive officer, Cdr. Dudley Pound.



Cdr. Sharkey Ward, commanding officer of 801 Squadron during the Falklands war, receives a portrait of himself from Somerset artist Mr. L. Dredge at RN air station Yeovilton. Cdr. Ward also accepted portraits on behalf of Major General Sir Jeremy Moore, Lieut-General Sir Stuart Pringle and Rear-Admiral Sir John Woodward.

Picture: Wren (Phot) Fiona McBride.

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Smiles

"What are you making in there — 'Gone With The Wind'?"

NEWSVIEW

White Paper heralds hope over jobs

DEFENCE reviews, reappraisals — and sometimes straightforward cutbacks — have formed part of the Service scene as long as many of us can remember. But the late 1982 version had added dimension, being based on recent military success, when Britain's defence capability was demonstrated dramatically — but not without cost — to the world.

So what does the post-Falklands review entail for the Royal Navy? As well as producing confirmation of retention of several big ships and detail of replacements for ships and aircraft lost in battle, there is news of ships in the pipeline, of extra aircraft, and of a range of improvements in armaments, equipment and safety measures in the light of experience.

On destroyer/frigate numbers there appears to be no great change of situation. The mid-1980s will see more in the running Fleet than planned, with numbers "frozen" for a time at 55. Looking further ahead, the picture becomes less clear, with the total reducing to 50, how many of them in the Standby Squadron yet to be decided.

Skill and stamina

Based on all this, the manpower position now has to be reassessed. More running ships than planned equals more men, is the conclusion many will rapidly and hopefully draw. But the manpower melting pot will require another stir as New Year brings the need for new sums. Meanwhile, there is to be a delay in publication of Phase 2 redundancy details, although already it looks likely that the number to be made redundant will be fewer.

That will be welcome news at the end of a year in which British Servicemen brought great distinction on themselves and earned many well-deserved tributes.

Latest of these comes in the White Paper itself, which says the most important factor in the success of the Falklands Task Force was the skill, stamina and resolution displayed by individual Servicemen.

"The campaign highlighted the importance of both physical and mental toughness. To achieve and maintain this, we need to keep readiness and training at as high a level as possible."

Finally, the White Paper says, "Above all, the success of the Falklands campaign demonstrated conclusively the superb quality and commitment of British Servicemen."

MECHS AND TIFFS: SETTING THE RECORD STRAIGHT

Title changes may end identity crisis

THE Royal Naval Engineers Benevolent Society — mentioned in the September issue — was founded in 1872 and is still going strong. Throughout its history, it has been a unique and much-respected organisation.

With membership drawn from artificers and officers promoted therefrom, it has played no small part in fostering that spirit of mutual respect and corporate pride that has united the naval engineering officer and his artificer in a common sense of purpose and duty over many generations.

Through discourse and representation, both within Parliament and at the Admiralty, the society has made significant contribution to improvements in conditions of service, training and career prospects that have proved of benefit to the lower deck in general.

I have watched with great interest the comments published over recent months regarding artificers, mechanics and mechanics. I regret that I have found many of these comments disappointingly ill-informed and blatantly unrepresentative of easily verifiable facts. In a spirit solely of goodwill, but in the interest of accuracy, may I be allowed to put right just a few of the misconceptions that are apparent?

Stringent

No artificer or mechanic is "virtually guaranteed" the CPO rate; he has to earn it by meeting stringent technical, professional and leadership requirements at every stage of the way. Further, to take the individual case of the MEA or MEMN (non-transferee) as an example, should he fail to qualify up to the 1st class (CPO) rate within the prescribed time limits, he is liable to be discharged the Service.

Should he wish to progress further, he then has the hurdle of the Charge Certificate to reach the acting CMEA / CMEMN (CPO) rate, followed by the Career course to reach the confirmed CMEA / CMEMN (CPO) rate.

Despite having exposed himself to these additional demanding examinations and responsibilities, he continues to remain equivalent in rate and status to the CPO of the mechanic and non-technical branches who are not exposed to the challenge of Service examination beyond that required to pass for petty officer.

The view that the mechanic has a harder time making the grade as a CPO mechanic is a common one frequently accepted at face value without much thought. While I agree that career prospects to the top of the mechanic structure still leave much to be desired, I feel that the aspiring mechanic can hardly com-

CONTRIBUTING here to the mechs-tiffs debate which has featured in our columns over recent months is the general secretary of the Royal Naval Engineers Benevolent Society, CMEA(P) A. Hayes, of HMS Sultan.

Taking issue with some of our correspondents, he deals with a few of the misconceptions which, he says, are apparent.

plain of his lot if he gives due regard to the following considerations.

Where a man joins the Service as a mechanic entrant in preference to being an artificer apprentice or direct entry artificer, it is presumably because he lacks the academic, craft, or technical levels required, or he is outside the age limits.

As a suitable mechanic with the requisite naval mathematics and English test grades (educational levels far below that for the artificer entrant), he may present himself for selection as a mechanic candidate and, if successful, be drafted to a mechanics' qualifying course, completion of which will put him on a similar advancement ladder to CPO as the artificer entrant.

The brighter mechanic entrant can, in fact, reach the 1st class mechanic (CPO) rate about seven months after the successful artificer apprentice entrant reaches the 1st class artificer (CPO) rate.

Proportion

Failed artificer apprentices are not discouraged from recategorising to mechanic in the knowledge that the mechanic option will rapidly open up to them. The Defence Council itself seems to be in no doubt over this matter for the Naval Recruiting Instructions clearly affirm that "... Applicants who do not have the ability to succeed at HMS Figsdard may nevertheless achieve a high level of skill as a mechanic after joining as a mechanic and this less demanding course should be explained to any boy ..."

These considerations are in no way intended to be derisory or divisive, but merely to introduce a sense of proportion to the debate. Fully-qualified artificers or mechanics are on

a par as regards their operational performance standards, although they remain different in so much that their backgrounds are different.

An obvious simile is the relationship between the SD List and GL List engineering officers. Both streams are hard and demanding as befits a worthwhile Service; both should be accorded proper recognition as befits a healthy Service.

The artificer corps itself has rarely had problems over its own sense of identity despite the many changes it has experienced over the generations as part of the evolutionary process.

The title changes, if combined with the identity prevalent among many of your previous correspondents.

The title changes, if combined with the removal of long-standing and unjust anomalies afforded by the fullest possible rationalization, are long overdue. In a completely volunteer Service, I see them as essential to its future well-being.

I would doubt very much that the Admiralty Board had the general public much in mind when it decided upon the retention of the title "artificer." In my experience the Service readily identifies the wide-ranging skills, capabilities, functions and responsibilities of its own artificers, which far exceed those invoked by the restrictive term technician. So too does the civilian employer who will in fact be found to be a very astute fellow due to the nature of his calling!

Inadequate

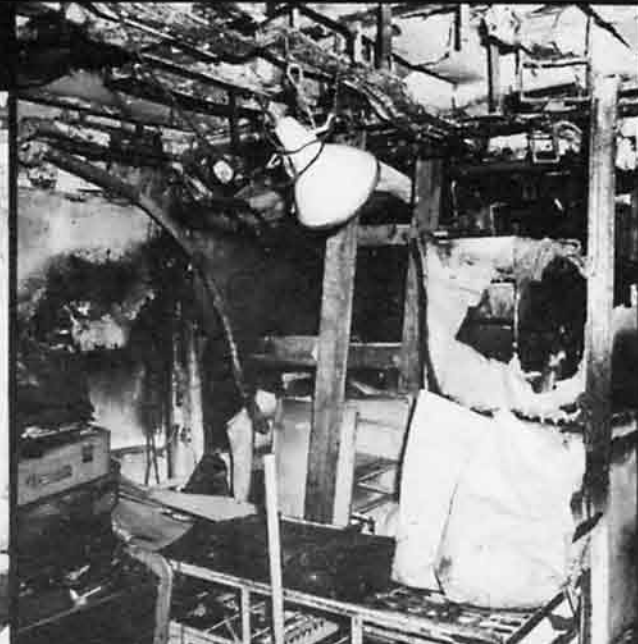
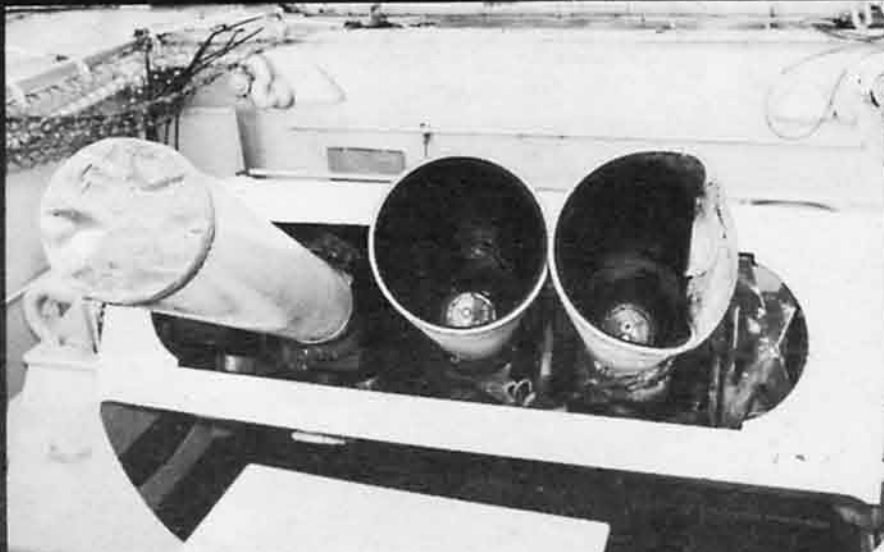
The requirements for registration as technician through the Engineers Registration Board of the Council of Engineering Institutions are met by the apprentice entrant at the 2nd class artificer (PO) rate and the ex-mechanic candidate at the 2nd class mechanic (PO) rate. The direct entry artificer must hold the academic and technical training qualifications before he is even accepted as a new entry.

Each of these streams then goes on to the technician engineer level while at the 1st class artificer / mechanic (CPO) rate, before further qualifying as chief artificer of chief mechanic.

Many artificers and mechanics achieve, through their own efforts, much higher (and more relevant) levels of appropriate civilian qualifications without any great degree of difficulty. The title of mere "technician", popular in some quarters as it may be, is utterly inadequate and inappropriate to be of any prime use throughout the engineering sub-branches, and in no way can reflect the real needs of the Service.

BEFORE . . .

This is how HMS Plymouth looked after her mauling in the Falklands war. Left, the torn funnel; centre, the damaged anti-submarine mortars; right, the POs' mess — and what a mess!



MAKE AND MEND!

— but for Plymouth that means:
NO LET UP

WHEN war-battered HMS Plymouth sailed into her home port of Rosyth in July she was a mess.

She had been hit by four 1,000lb. bombs and cannon-shell holes were spread across her hull like a zip . . . it seemed that the leader of the Sixth Frigate Squadron would never be the same again.

But, just a few months later, she's as good as new and ready to sail for the West Indies in the spring.

"She's good for another three or four years at least," said Capt. Mike Cole, who took over command of the Plymouth and the squadron from Capt. David Pentreath on the ship's

return from the Falklands.

The repairing of HMS Plymouth was an example in teamwork between the Dockyard at Rosyth and the ship's company — who say they never want to see another tin of paint in their lives!

Of the four bombs which hit the ship, one went through the

funnel, one hit the quarterdeck and two went into the mortar-bomb room and handling room.

The latter areas as well as the POs' mess and the dining room were what might be described as "write-offs" and many miles of electrical cable had to be replaced in the midships section.

Before leaving for sea trials, Capt. Cole paid tribute to the work by the dockyard and pointed out that it had been completed in less time than expected.



HMS Plymouth . . . as good as new.

AFTER . . .

It's all as if nothing had happened. Left, the brand-new funnel made by Rosyth Dockyard; centre LWEM Olszock polishes the tampions on the refitted mortars; right, all spick and span in the POs' mess for (from left) PO Paul Thomson, PO George Phillips, CPO Kevin Couldwell and PO Robert Campbell.



Ex-Service people 'still in demand'

SO FAR ex-Servicemen and women are holding their own remarkably well in the very competitive jobs market.

"They are still very much in demand by employers who value their attributes — some of which have been so clearly demonstrated recently in the South Atlantic," said Air Chief Marshal Sir Derek Hodgkinson, new president of the Regular Forces Employment Association.

Speaking at the association's annual meeting in London, he said the association's 40 officers had attended nearly 700 Service Resettlement Boards in the UK and interviewed more than 4,500 men and women last year.

Noting that the excellent advice was not always heeded, the Air Chief Marshal said: "Today,

failure to prepare oneself for civilian life can result in long-term unemployment."

The association was increasing its efforts to alert Servicemen to the realities of employment in the UK, and to inform employers of the services provided.

In its report, the Council said the security and distributive trades were the only two areas where there were additional vacancies last year. The need for skilled men continued in industry, but many ex-Regulars now needed additional training to compete with experienced civilian redundant workers.

The proportion of those registered with the association who were found jobs was 41 per cent in 1981-1982, compared with 47 per cent in the previous year.



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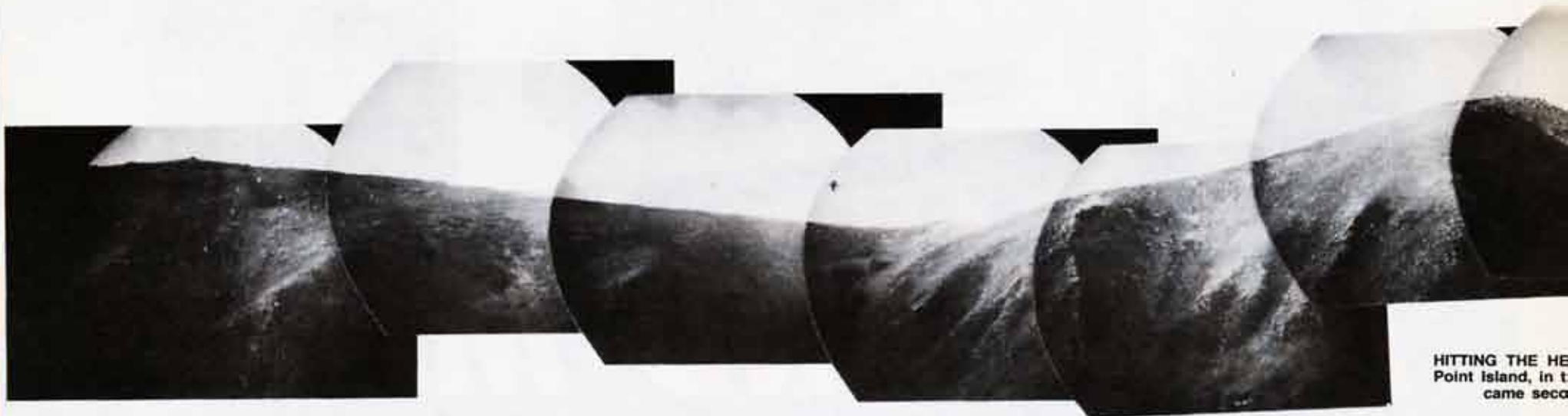
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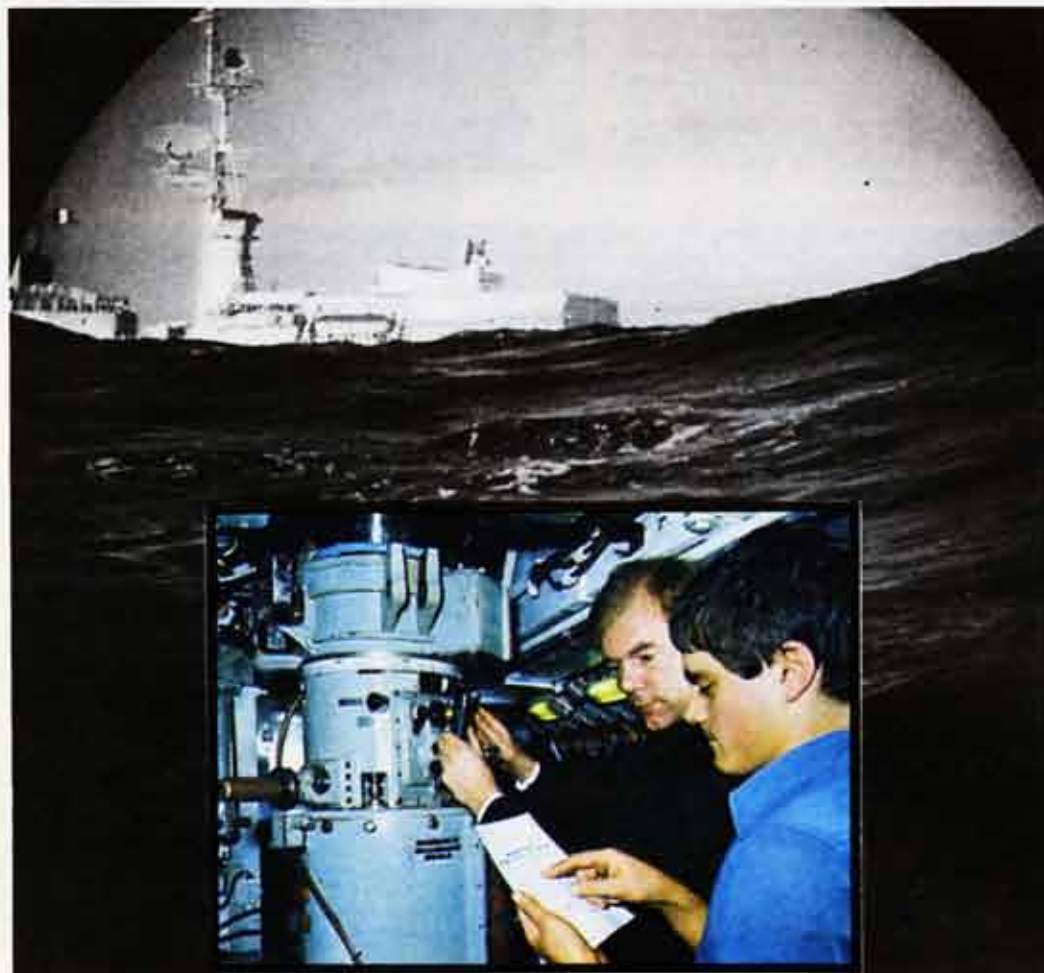


I SPY WITH MY LITTLE



HITTING THE HEAD
Point Island, in the
came second

... SOMETHING BEGINNING WITH 'P' —



ABOVE: CPO Mac Hooper, of HMS Sceptre, processes film in the computer room. TOP LEFT: With the periscope just peeping over the waves, HMS Onyx photographs one of France's Tourville class frigates — the winner of the single shot category. BOTTOM LEFT: Winner of the general photography category — the HMS Otus shot "RAS at Dawn." COLOUR INSET: Fitting the camera to the periscope — the HMS Osiris photo team, WEM(O) George Thompson and Sub-Lieut. Barry Mackay.

ONYX'S CLEAN SWEEP



LAND HO: Detail from HMS Onyx's reconnaissance of Weddell Island, in the Falklands —

(Periscopes)

WHEN the breaking 11 ft waves were damaged to the Falklands.

It was these such a clear w Trophy in the Competition.

The competi categories and section — coast Onyx gained 1

First was a Weddell Island fourth were d Point Island, 4

Te

The techniq graphy is to n submerged, w showing above sweeps of 14 produce comp coastline.

It is a far potentially M waters — an teamwork and

Not content the Onyx also shot section series of a Fr to the South

Nineteen su 180 photograp Onyx emerged of 26 points. 5 with 14 points

EYE . . .

RIGHTS: A dramatic hilltop scan of West the Falklands — HMS Onyx's entry which and in the sweep panorama class.

PERIPHOT

scope Photography Competition)

patrol submarine HMS Onyx returned to Gosport in August from her record 5-day patrol in the South Atlantic she came back with the Jolly Roger flying, two torpedo tubes, and some remarkable submariner's eye-view photographs of the

photographs that made her inner at the Barr and Stroud 1982 Periscope Photography Competition for short.

Competition is divided into several categories. It was in the sweep panorama class that HMS Onyx won three of the four awards. The view of the snow-sprinkled Settlement and second and dramatic hilltop scans of West one of the Falklands group.

amwork

due for this method of photo-move slowly along the coast, with a minimum of periscope the waves, taking two overlapping photographs to complete panoramic views of the

from easy task in the rough, hostile, and poorly charted and one which needed great skill to achieve.

with winning this category, gained first place in the single with a photograph from a trench warship, taken en-route Atlantic.

submarines entered a total of 15 for the competition and the clear winner with a total Second was HMS Courageous gained from awards in four

RESULTS

Single shot — 1, HMS Onyx; 2, HMS Courageous. Commended: HMS Olympus and HMS Spartan.

Stereo pairs — 1, HMS Oracle; 2, HMS Osiris. Commended: HMS Courageous, HMS Oracle, HMS Vallant.

Sweep panorama — 1, HMS Onyx; 2, HMS Onyx. Commended: HMS Opossum, HMS Onyx.

General photography — 1, HMS Otus; 2, HMS Renown (Port). Commended: HMS Sceptre, HMS Courageous.

separate categories and third HMS Sceptre.

The stereo pair category was won by HMS Oracle, using a technique whereby photographs are taken from two viewpoints so that when viewed with special stereoscopic glasses they produce a three-dimensional effect, greatly enhancing the intelligence value.

In the general photography category, which covers such subjects as publicity and defect-recording, HMS Otus came first with a striking through-the-periscope shot entitled "RAS at Dawn".



FOR CONVENIENCE: Unusual developments in the heads of HMS Onyx — PO Andy Bruce in his unconventional and cramped darkroom.

Darkroom boys just use their heads . . .

PHOTOGRAPHY through the periscope of a submerged submarine is carried out with a conventional 35mm camera. The diesel-powered patrol submarines and Polarix boats use a Leica or a Minolta CLE, the nuclear hunter-killers an Olympus OM2.

The normal camera lens is removed and the camera body clamped on to the periscope faceplate, the periscope itself thus becoming the camera's lens system.

Conditions for photography are far from ideal and extra-sensitive film is needed to cope with the low light levels available.

When the photographs have been taken, it is by no means the end of the task. The films must be processed on board immediately — it's no good waiting to get back to base to see if they've come out!

TRAINING

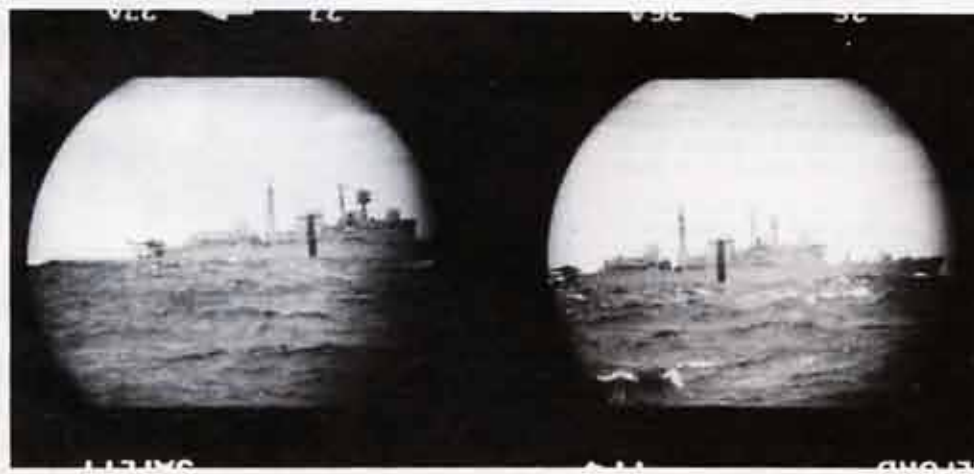
With space at a premium, the heads of bathrooms are usually used as darkrooms for developing and printing.

Every Royal Navy submarine has its own photographic team — at least one photographic officer and at least two photo assistants, each of whom will have received his training on a five-day submarine photography course, held at the Plymouth Area Photographic Unit, HMS Drake, or at the Clyde Submarine Base Photo Unit. There he learns not only the basics of periscope photography techniques but also general photography to enable him to provide publicity, defect and recording photography, and to develop and print the results.

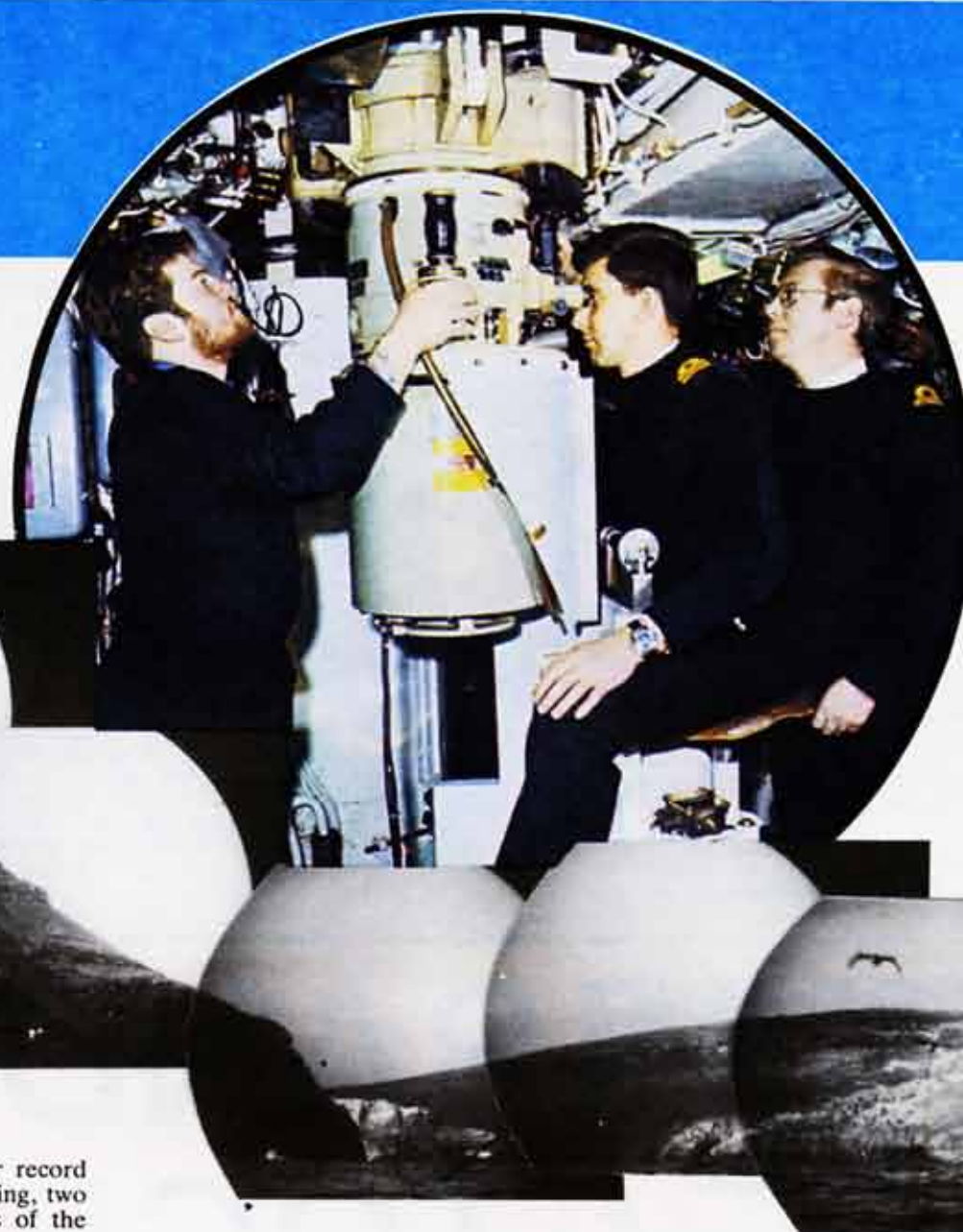
As in so many other fields it is practice that makes perfect and teamwork is the key. Every man in the submarine, not just the photo team, contributes to achieving successful results.



winning entry in the sweep panorama class.



SEEING DOUBLE: HMS Oracle's shot of a Type 42 destroyer, winner of the stereo pair class.



LEFT: HMS Onyx's successful photo team — Lieut. Howard Felgate, Sub-Lieut. Kevin Todd, and AB Mark Walsham.

Daedalus divers on the ball!

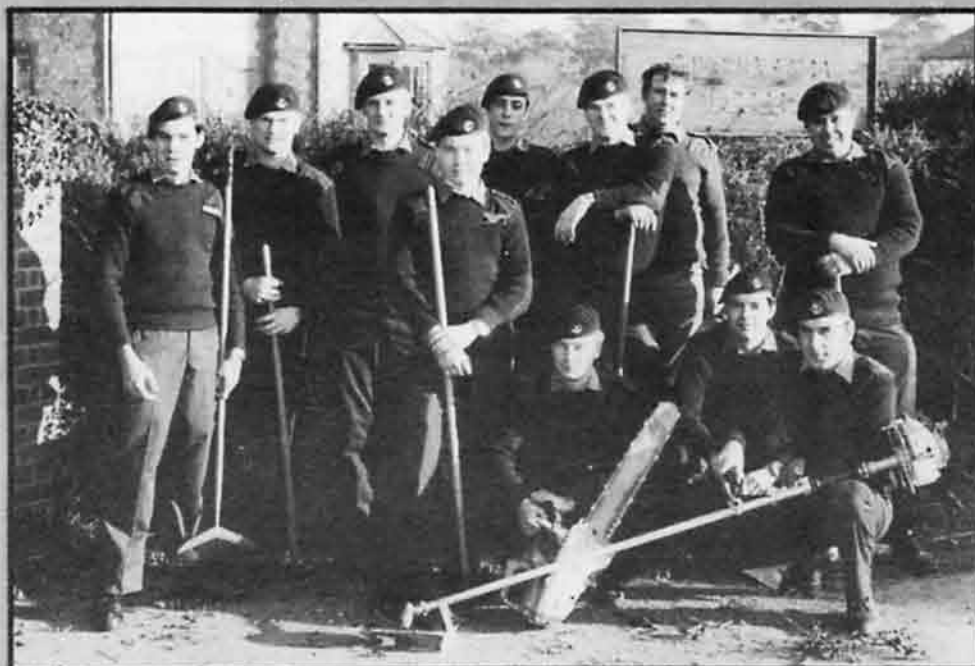
Having a ball took on a new meaning for the group of happy divers from HMS Daedalus pictured here after a dive in aid of charity at Stokes Bay golf course. From the waters of the bay they recovered nearly 500 golfballs of which 300 will be re-sold to club members. This golfers' loot cost club secretary Tom Joplin £15, which will go to aid the Mayor of Gosport's Appeal. Taking part in the dive were (left to



right) Lieut. Bill Burgess, PO John Arscott, NA Higgie Higgins, AB Kiwi

Belben, PO Frank Frankland and CPO Mitch Mitchell.

As busy as bees . . .



In keeping with HMS Manchester's badge which shows a busy bee, members of the ship's company pictured here swept all before them when they volunteered to tidy up the school grounds of South Africa Lodge, the RN and RM children's home at Waterlooville. The big clean up by (left to right) AB Moore, AB Windsor, MEA3 Sawyer, AB Simpson, AB Mague, Mr. Fred Ellis, MEMs Lemmon, Roberts, Barker and Harris and LSEA Palmer took place while HMS Manchester made her way south from the builders yard in Barrow.

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BANDING TOGETHER

HELPING HANDS

THE season of goodwill got off to a musical start for 750 senior citizens from over 40 clubs and homes at a Christmas concert given by the combined volunteer bands of HMS Collingwood and HMS Daedalus.

The programme included carols, naval marches, traditional airs and musical sketches and catered for all tastes. The evening was organised by members of the Junior Rates Collingwood Club who paid for transport and treats for the old people.

The bands also gave a concert for members of the ship's company which raised more than £100 for naval charities.

Having raised more than £4,000 for charity in the past year, HMS Bristol crowned this effort by raising cash to buy Christmas gifts for children's homes in the Bristol area. To raise the money, nine members of the ship's company, seen on the BBC's programme "Children in Need," ran in relays from Portsmouth to Bristol, a distance of 100 miles.

Six members of the ship's company of HMS Cleopatra chose wheels to raise funds for the mentally handicapped.

Cycling in relays from Plymouth to Harrogate, a distance of 380 miles, their efforts raised

£424, including £100 donated by Harrogate Royal British Legion. The money will be used to equip Springwater School for the mentally handicapped in Harrogate, the ship's adopted town, with a specially adapted shower unit.

New ground was covered in the Falkland Islands by PO Ron Board and AEM Tony Boyle of 845 Naval Air Squadron, who got themselves sponsored for completing Port Stanley's first half marathon in October. Their combined efforts raised £74 for the British Station Hospital Welfare Fund in Port Stanley.

To provide a hydrotherapy pool for mentally handicapped trainees at the Dundas Lane Centre in Portsmouth, teams from HM ships Collingwood, Hermes, Invincible, Dryad and Nelson were among those who took part in the 1982 Mince Pie race which raised £52 for the Centre. The event was organised by CPO George Morrales and Angela Moody.

To help meet the needs of the Falkland Islanders and provide them with funds to rebuild their lives, a grand ball held in London at Grosvenor House raised £15,000.

A big slice of pie

LIEUT.-CDR. Tony Ogilvy, commanding officer of 801 Squadron at Yeovilton, was presented with a £6,807 cheque for the South Atlantic Fund, raised from the sale of an apple pie.

The pie in question was no ordinary dish. It weighed in at 13.66 tonnes and 44 companies had a hand in its making. Inspired by ITV's "Operation Apple Pie," the pie set a new world record. It was sold by the Farm Shop and Pick-Your-Own Association.

A summer fete organised by the Admiralty Compass Observatory raised a further £425 and a sponsored walk from Weymouth to Portland by 36 mentally handicapped patients of Weymouth Adult Training Centre raised more than £500 for the fund.

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A happy encounter for all concerned when HMS Coventry survivors Capt. David Hart-Dyke and SEA Paul Inman were summoned to appear at Southall Police Station in Middlesex. Their visit was to receive a £1,200 cheque for the South Atlantic Fund from Chief Superintendent Robert Hay, seen here making the presentation. With him are the members of the police team who raised the money by taking up sponsored parachute jumping.



Liverpool lives up to high standard

LIVERPOOL were proud to see the national standard displayed for the first time at the Festival of Remembrance in the Royal Albert Hall. More so as it was carried by a member of their branch — Shipmate Bill Carruthers.

There was a good turn-out at local level for the services of remembrance in St Georges Hall and at the Merchant Navy Memorial, where a wreath was laid on behalf of the branch by Shipmate Glyn Jones, branch chairman.

After the service and parade visitors were invited to the branch clubhouse for refreshments.

Shipmates of Yeovil, who have settled into their new headquarters at Houndstone Families Club, turned out in strength for the Remembrance Day parade — the largest ever seen in Yeovil.

There was a big representation from HMS Heron and a flypast by six helicopters and three Harriers in honour of those who died in the South Atlantic. A wreath was laid on behalf of the branch by Shipmate Doug Farge.

Great evening

South Harrow may be a small branch but a lack of numbers did not hinder enthusiasm for their annual dinner-dance held on board HMS Belfast.

Their guests included the President of the Association, Vice-Admiral Sir Ernle Pope and Lady Pope and two survivors of ships sunk in the Falklands war — LS Derek Davies of HMS Sheffield and LS Paul Healey of HMS Antelope.

As some members of the branch had served in HMS Belfast or in ships in company with the Belfast the gathering was on home ground. Some members of

BRANCH NEWS

the branch had also served under Admiral Pope, and the result was a great evening for "swinging the lamp", recalling old times and for hearing a first hand account of the Falklands conflict.

On December 4 Santa Claus arrived via the Gosport ferry where he was met by the team of the RNA's pretty Charity Girls who escorted him in his "sleigh" to the RNA Club. The girls made a street collection en route in aid of uniformed youth of the borough, especially the Gosport Sea Cadets.

A thank-you from Shipmate A. J. Robinson of Greenford to fellow shipmates of Belfast branch for an enjoyable week-end spent in their company on the occasion of their 28th reunion. He also wishes them every success in their

endeavours to hold the 1986 conference in Northern Ireland.

A friendly ceremony at HMS Nelson marked the affiliation of the PO's Mess with Leicester branch. Members who travelled to Nelson for the ceremony had an enjoyable day and thank their hosts for the welcome and hospitality they received. A thank you also goes to HM ships Invincible and Intrepid for welcoming the visitors on board.

Shooting trophies

Shipmates from branches in the Midlands met at Stratford-upon-Avon for their popular annual 22 shoot and games. The standard was high and there was keen competition for trophies.

The shoot was won by West Bromwich with Stratford the runners-up. Tamworth won the darts and Stafford the dominoes and cribbage.

A vote of thanks was passed by chairman Shipmate Ken Birch for the fine support from helpers, particularly Sgt.-Major Derrick Smart who acted as range master. The event raised £50 for the Central Charities Fund.

Sponsored events organised by shipmates of Stafford raised £528 for the South Atlantic Fund. Shrewsbury raised £200 for the King George's Fund for Sailors.

When news broke at Keighley that their branch padre, Canon L. B. Gregory, was moving to another area, they hurriedly bought their first branch standard so he could bless it before departing.

The ceremony on November 14 was attended by friends and shipmates from Harrogate, Huddersfield and other local branches. Keighley Sea Cadets provided the guard of honour.

RECRUITING CAMPAIGN LAUNCHED

AS PART of the first major recruiting drive by the Royal Naval Association every serving member of the Navy has received a personal invitation to join.

About 65,000 recruiting pamphlets produced by the RNA were sent out in December's pay statements from HMS Centurion.

They were backed by letters to every commanding officer enlisting support for the campaign and requesting permission to display RNA posters in naval messes.

In addition each ship has received a copy of the 1982 RNA Year Book.

The more members, the stronger the Association's voice in matters affecting the Navy's interests. As the RNA is a registered charity more members also means a greater capacity to raise funds for naval charities.

Unifying

As a unifying force it brings together personnel of all ages, rates and rank including many serving and ex-serving members of the Royal Marines.

Membership bestows a comradeship which can be found throughout the country. There are over 350 RNA branches from Thurso in the north of Scotland to Penzance in Cornwall, with many branches also overseas.

This comradeship of the sea also includes wives, girl friends, and friends who share many of the social activities organised at

national and local level. The ladies play a vital role in life at branch level, many of them holding office in the running of a branch.

The caring spirit of the Association reaches out to all sailors in need: to the forgotten old veteran in an ex-serviceman's home as much as to the men who sail to the South Atlantic.

During the Falklands war comforts and presents were posted to the ships, and RNA branches were quick to respond to the needs of the casualties when they were flown home to Brize Norton.

As a fund-raising organisation the Association supports various naval charities and every year raises substantial sums of money to support an adopted cause.

When the South Atlantic Fund was set up the RNA immediately donated £6,000 and since then over £2,000 has been raised by branches, with money still flowing in.

At branch level shipmates support local and national charities.

This caring spirit also extends to Sea Cadet units many of whom are sponsored by branches of the Royal Naval Association.

Teetotal benefit

SHIPMATES of Harwich chose a punishing way of raising cash for the South Atlantic Fund. They went on a teetotal pub crawl which raised £483, not to mention the invisible benefits to their health and their pockets.

During the dry run ashore at which the branch standard was paraded they were well served by both publicans and friends, especially by the lorry drivers who sponsored their chairman, Shipmate J. Gorman, and contributed £255.

The stalwarts who took part in this unusual fund raising effort are pictured below. They are (from left) standing, Shipmates K. Lambert, J. Quaintance, C. Ledingham, J. Harper, F. Churches (standard bearer), J. Gorham, G. Badland. Seated — R. Tourle, R. Quaintance, M. Holmes and H. Smith.



Present and correct

Trafalgar Day dance organised by shipmates of Congleton, Cheshire, was marked by the presentation of a £240 cheque to the South Atlantic Fund and the presentation to the branch of a White Ensign, the gift of Shipmate John McCormick. Displaying the flag are Mrs Barnett (left), Mr Norman Ball, Cdr. F. Oldroyd, and Messrs. W. Thomson, Arthur Fisher, Herbert Goldspink, Ken Bradbury, John McCormick, John Leyfield, Alan Lane, Cyril Cooke and Eric Faulkner.

Picture: Congleton Chronicle.

Star welcome for Andromeda

SHIPMATES played a leading role in the ceremonies marking the adoption of HMS Andromeda by Doncaster on November 26.

Shipmates Frank Bond (branch president) and Colin Brunyee and their wives attended a cocktail party on board the Andromeda. A coachload of shipmates visited the ship the following day.

There was a celebration buffet lunch provided by the ladies section of Hull branch and a buffet lunch given by Doncaster branch for the commanding officer, Capt. Jim Weatherall,

and members of the ship's company.

The adoption was commemorated by the planting of a tree in the town by the commanding officer and by a sponsored 60-mile marathon by members of the ship's company to raise funds for a local charity.

In addition there was a memorial service in the local parish church and wreaths were laid at Doncaster cenotaph.

OBITUARY

Shipmate John Whittaker, Rhyl and Droylsden, November 12, aged 59.

Shipmate Alfred Richard Sheldford, Peterborough, November 5, aged 74.

Shipmate Joseph Philip (Nobby) Clark, Kettering, November 14, aged 69.

Shipmate C. Harrison, Royal Leamington Spa, November 21.

Shipmate Harry Meecham, Mitcham, September 24, aged 77.

Shipmate Joseph Wardley, founder member Wokingham, December 2, aged 69.

Shipmate E. J. Dale, life member and life vice-president Farnham, member of Yangtze River Gunboats Association and RN and RM Gunners Instructors Association, September 2, aged 81.

Shipmate Peter Low Scott, chairman Oldham and Oldham Sea Cadet Corps, November 19.

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Illustrated guide to doomsday

OVER-indulgence in joy at the festive season could easily be cured by dipping in the sobering pages of "The Illustrated History of World War Three — the Cause and Effect of the Final Confrontation" by Dr. J. Bradley, published by Windward (price £8.95).

The author, lecturer in government at the University of Manchester, has had the honour of being "denounced on the front page of Pravda," and is a leading specialist on "Kremlinology".

GROUND FOR HOPE

However, any reader brave enough to peep into this crystal ball should plough on to the bitter end, which at least offers ground for hope.

The Russians, for all their mesmeric weight of armaments, have their own serious political and economic problems. The Polish spirit is by no means alone, and our fear of Moscow is at least matched by Moscow's fear of Peking.

Perhaps, after all, it may never happen. Those who have already ordered their fall-out shelters might as well get an authoritative view of what it will be all about.



Leander-class frigate HMS Penelope and nuclear hunter-killer submarine HMS Vallant return from the South Atlantic. The future of the Royal Navy will be based on such vessels as the Vallant, says the author of "Encyclopaedia of the Modern Navy"; the Leanders "are considered to be too manpower intensive."

Detailed picture of the 'Rodney'

ANY author who describes his particular reference book as an "encyclopaedia" is setting himself a daunting task. Paul Beaver's "Encyclopaedia of the Modern Royal Navy" (published by Patrick Stephens Ltd., price £18.95) proves itself a worthy addition to the military bookshelf — despite a hiccup on the first page.

He refers in passing to the regular Royal Navy as the "Rodney," a nickname which has escaped our dictionaries of slang. Our research suggests that "Rodney" is a Royal Fleet Auxiliary Service nickname for naval officers.

Mr. Beaver covers major events and developments in the Royal Navy from 1945 to the Falklands war. There are also major contributions on the Royal Marines and Fleet Air Arm.

DETAILED

Ships, aircraft, missiles, guns and sensors are comprehensively detailed in word, picture and diagram, but what makes this more than a "mini-Jane's" are its carefully constructed sections on the organisation of the Navy, from the Admiralty Board to the composition of the Fleet's flotillas and squadrons.

WRNS, QARNNS, RFA and medical services are all covered, as are their diverse uniforms, insignia, ranks and rates.

The ultimate "encyclopaedia" of arms is "Jane's Weapon Systems", the 1982-83 edition of which is available from Jane's Publishing Company Ltd. at £50.

IN BRIEF

"Tristan da Cunha and the Roaring Forties" by Allan Crawford, published by Charles Skilton (price £7.95). The story of the "paradise" where income tax is less than a pound per annum, and where currency used to be in terms of potatoes. Strangely, after evacuation following volcanic eruption, the islanders went back to their harsh environment.

"Hipper Class Heavy Cruisers" by C. J. Pargeter, published by Ian Allan, (price £4.95). Generously illustrated booklet describing the design, construction and history of these elegant and graceful vessels — quality ships which turned out to be impractical in use and poor in seakeeping ability.

"Helicopters and Vertical Take-off Aircraft" by Anthony J. Watts, one of the "Source Book" series published by Ward Lock (price £3.50). The work is a surprise for the general reader in the large number of differing machines and ideas which have been and are being worked upon.

"Chatham Built Warships Since 1860" by Philip MacDougall, published by Maritime Books, Duloe Liskeard, Cornwall PL14 4PE. A record which comes appropriately at a time when Chatham Dockyard faces closure in 1984.

"Flying Marines" by A. E. Marsh, obtainable from the Royal Marines

Museum, Eastney, Portsmouth, price £3.50 (plus 94p postage). A record of RM aviators who flew fixed-wing aircraft in the RN Air Service and the Fleet Air Arm. Profits from the sale of this limited edition will go to the RM Museum.

"Careers at Sea" by Alan S. Watts, published by Kogan Page (price £6.95 hardback, £2.50 paperback). Job descriptions and prospects in the Royal Navy, Merchant Navy and fishing fleets.

"Rommel's War in Africa" by Wolf Heckmann, translated from the German by Stephen Seago and now available as a Granada paperback. A German study of a

glorified "genius," cut down to scale.

"War Maps" by Simon Goodenough, published by Macdonald (price £9.95). In graphic detail (without propaganda lies) the reader can follow such epic confrontations as the Nazi march into Russia and the crushing downfall of the Fascist invaders, or study once again how General Montgomery sent Rommel scurrying back from the gates of Alexandria and across the desert to total defeat.

"Jersey Sailing Ships" by John Jean, published by Phillimore (price £12) tells a fascinating story of privateers, smuggling, and Jersey Island's links with the American colonies and the Canadian seaboard.

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BOOKS

'Growing concern' over area strategy

Gloves off in modern war...

BRITAIN'S PAINFUL and costly struggle to regain the Falkland Islands has highlighted growing concern inside NATO and elsewhere that the North Atlantic Treaty's defence strategy is unrealistic.

That is one of the central points in a new post mortem on the South Atlantic conflict — a work which claims to have unearthed "surprising and vital bits of information."

"Sea Combat Off the Falklands — the lessons that must be learned" is a searching appraisal by Antony Preston, naval editor of Defence magazine, who in 1975 and 1980 wrote controversial articles criticising the vulnerability of British surface warships, especially to air attack.

Far from being an ideal mix of ships, the Task Force, he says, was under-equipped to fulfil its orders. A particularly glaring deficiency was the complete absence of airborne early warning radar.

NATO's policy of limiting operations to specific geographical areas — with Britain responsible for the North Atlantic — resulted in the AEW role being shifted to long-range, shore-based aircraft. The Royal

Navy's carrier-borne Gannets were phased out and AEW no longer sailed with the Fleet.

Yet the ability to operate "out of theatre" under an AEW umbrella is not incompatible with NATO's interests: the author cites the Gulf and the Mediterranean as areas where a Falklands-style conflict could erupt and where shipping could be attacked by "Third World" aircraft carrying the most sophisticated missiles.

Ski-ramps

The absence of AEW cover was so keenly felt during the Falklands war that serious consideration was given to refurbishing the old propeller-driven Gannets for Task Force service, he says.



A Gannet about to be catapulted from the flight deck of the old carrier HMS Ark Royal. Author Antony Preston says serious consideration was given to refurbishing such aircraft in an attempt to provide AEW cover for the Falklands Task Force

However, the serving carriers were not equipped for the catapult-launched planes and their ski-ramps which aided Sea Harrier take-offs were an insurmountable obstacle for the Gannet.

After the fighting, AEW Sea Kings became operational. Better than nothing, says the author, but the helicopters cannot match the Gannet's endurance or altitude.

Possession of AEW could have saved HMS Sheffield, says Mr Preston — but in a chapter devoted to her destruction he refers to other factors which combined to seal her fate.

The ship's radar was not as advanced as it could have been because of the "parsimony" of successive governments; there

seemed to be little accurate intelligence about Argentina's ability to operate Exocet, and the British "had no idea" of the range of the French-made Super Etendard which carried it.

Firefighting

When the missile hit the Sheffield the main warhead did not explode, but the fires it started could not be controlled, partly because the scale of personal firefighting equipment was inadequate — for instance, he says there were only five sets of breathing apparatus on board.

The fire parties found themselves cut off from both standby generators, which in any event were out of action — one

awaiting spare parts, the other defective.

Debate of the questions raised by the conflict will rightly continue for a long time yet. Some information will not be released until the year 2012 and some, asserts the author, will never be revealed.

As to the lessons, he concludes on a pessimistic note: "We should bear in mind that every previous naval conflict has generated more confusion than enlightenment. In most cases the wrong lessons have been learned, and it would be surprising if the Falklands war proved to be any different."

"Sea Combat off the Falklands" is published by Willow Books, price £8.95.

IN THIS civilised modern age it is common for old ladies to be beaten to pulp by thugs and for babies to be brutally ill-used, so it is no surprise to pick up "The Velvet Glove — The Decline and Fall of Moderation in War" by Michael Glover.

Nelson's call for "humanity after victory" was a reflection of the quite gentlemanly conduct of the war at sea, and about that time, while Britain and France had forces ranged against each other, there was a regular civilian traffic from either side across the Channel.

BYZANTINES

For a thousand years, says the author, mankind struggled to mitigate the hardships and savagery of war. In the 10th Century a Byzantine general issued an order that "no armistice must be broken, no female captive mishandled, no slaughter of non-combatants is permitted..."

Unhappily, modern munitions and weaponry blurred the distinction between the civilians and the fighting men. Girls filled the shells, and boys joined the guerillas in occupied lands.

With this book, Mr Glover had his problems from the start. One can argue whether the atom bomb on Hiroshima was more humane in elimination than the agony of burning to death with napalm in Vietnam.

TOKIO

At Hiroshima 71,379 were dead or missing, but little has been mentioned about the "normal" bomber raid five months earlier on Tokio, when 330 planes succeeded in slaughtering 83,793 of the inhabitants.

And both catastrophes would have been as nothing compared with the losses on both sides if the Allied forces had had to invade mainland Japan.

The book, published by Hodder and Stoughton (price £9.95), is sobering reading. The author's question, "Did the rules of battle finally perish in the fireball over Hiroshima?" leaves but one answer.

VOLUMES on the Falklands war continue to flow unabated from the publishers' presses. In this edition Navy News reviews four of the most recent additions to the Falklands library — the viewpoints of a defence journalist, a radio reporter, a young naval officer and an artist...

PREMONITIONS of death haunted BBC radio reporter Robert Fox shortly before he took part in the San Carlos landings.

Fox, who was among the first members of the Task Force to go ashore, reveals his pre-invasion fears in his personal account of the campaign, "Eyewitness Falklands" (published by Methuen, price £7.95 in hardback, £1.95 in paperback).

His superstitions were not alleviated when he was assigned to 2nd Battalion the Parachute Regiment — and told by a lance-corporal from 3 Para that the prospective hosts were "OK I suppose, but a bunch of

psychopaths. They tend to lose a lot of men... You watch yourself with them, mate."

Fox's forebodings were very nearly realised: at the battle for Darwin and Goose Green the unit he was with came under intense mortar, sniper and machine-gun fire. For a time survival was a lottery, and Fox

was fortunate not to have been one of the losers.

Yet his respect for the soldiers and their leaders shines through his account of the fog of war and the fierce action in which he was involved. Despite much inter-service counter-propaganda about 2 Para on board the troopship Canberra, 'Foxy', as he was known to the paras, was never to regret travelling with "H" and his men.

No sympathy

Regrets and accusations flowed freely from the pen of Lieut. David Tinker, the captain's secretary in HMS Glamorgan. After 25-year-old Lieut. Tinker died in the Exocet attack on his ship two days before the Argentine surrender, his father Hugh Tinker compiled his son's letters and poems for publication.

Threequarters of "A Message from the Falklands" (published by Junction Books at £3.50) is devoted to David's largely unremarkable writings from his schooldays to his seven years in the Navy up to last April. Light-hearted and anecdotal, they are not untypical of what a naval officer might write home.

But the last 50 pages contain an account of a war with which the writer has no sympathy. He wrote on May 22: "The pity for us is that there is no cause for this war; and, to be honest, the

Argentines are more patriotic about the Malvinas than we are about the Falklands."

In other letters he describes aspects of the conflict as "a nonsense" ... "ludicrous" ... "pointless." He delivers scathing comments on the Government and the high command and makes allusions to the First World War.

By June 8 his writings are more relaxed. He recalls a Beatrix Potter exhibition in Edinburgh and fondly mentions scenes of home, ending: "I will write again soon." Four days later David Tinker was dead and that letter was his last.

We are left to wonder whether Lieut. Tinker imparted his passionately-held views to any of his fellow warriors, or whether he would have wanted his letters published. He does acknowledge that he was out of step: "I sometimes wonder if I am totally odd in that I utterly oppose all this killing that is going on over a flag."

Tragedy

Apart from the greater tragedy by far of the death of an articulate, intelligent young man doing his duty, there is an added sadness which underlies the writings of David Tinker: in the final analysis we see him as a man who chose a career in an Armed Service to find, too late, that he had pacifist sympathies.

In a diary of quite a different



Robert Fox in the Falklands... his "premonition" of death was almost fulfilled.

kind, pacifist Linda Kitson faced hardship and danger to produce 400 sketches of the preparations, climax and aftermath of the conflict.

One hundred of them are reproduced in "The Falklands War — A Visual Diary" (published by Mitchell Beazley in association with the Imperial War Museum, price £9.95).

Each work in the volume (measuring 24cm. x 34cm.) is accompanied by an explanation of the circumstances in which it was executed.

On her return Miss Kitson found she had walked into a minefield of controversy when her drawings went on display. There was a mixed reception for the results of her months at war during which she had sketched sometimes with numb fingers, sometimes in the heat of battle.

Whatever one may think of her work, her courage and dedication must be admired. After leaving for war she wrote on her sketchpad: "If anything should happen to me — the only important thing to save is the portfolio of drawings please."

A MESSAGE FROM THE FALKLANDS

The Life and Gallant Death of David Tinker, Lieut. R.N.

From his letters and poems

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Copies of the book have been distributed to those of the ship's company of H.M.S. Glamorgan who went to the South Atlantic and are still with the ship. Those now in other ships or leaving the Service will be given a copy, free of charge, as will all who have served with Lieut. Tinker since his entry into Dartmouth in 1975.

Please write to Prof. H. R. Tinker, Montbagon, Hornby, Lancaster LA2 8JZ, enclosing a stamped self-addressed envelope (at least 10 ins. by 7 ins.).

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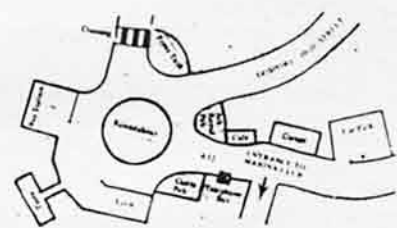
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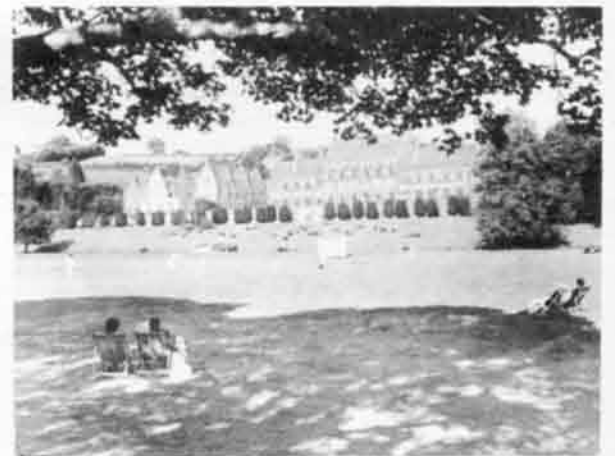


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September 1983

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Details may be obtained from:

Mrs. C. L. Bennett,
Boarding Education Section,
Education Department,
The Castle, Winchester
Hants. SO23 8UG
Tel. Winchester 54411. Ext. 493

THAT'S THE SPIRIT!

WHEN the new Commander-in-Chief Fleet (Admiral Sir William Staveley) arrived at the Naval Club in Mayfair to preview an exhibition of marine paintings, he received a spirited welcome from CPO Harry Boothroyd, of the Permanent RN staff of London Division RNR.

The paintings are by First World War official artist Charles Pearce, and they went on exhibition at the David Messum Gallery at Beaconsfield.

The preview "wet" was provided by Pusser's Ltd., who donate to the Sailors' Fund as a result of sale of their rum.



PROJECT CUT-BACK

AFTER financing millions of pounds' worth of projects over the past decade, the Sailors' Fund is now having to protect its own resources by ploughing back more of its income into capital.

It means that ten per cent of annual income is now to be added to capital invested, leaving that much less to meet competing bids for specific projects. Immediate effect at the winter meeting of the fund's Grants Committee, held in London, was that there was about £54,000 for allocation to specific projects instead of £67,000.

Inflation

The meeting learned that the fund's Trustees now wished to see at least ten per cent of income added to capital in this way. This would help combat inflation, whose effects have over the years depleted the fund in real terms.

The £2.7 million with which the fund was set up more than ten years ago to provide regular income would now need to be in the region of £10 million to have maintained its value. However, in recent years and while sought-after projects have continued to be funded, there has been some growth in the fund, with investment now standing at more than £4 mil-

SAILORS' AND FLEET AMENITIES FUNDS

lion. The regular ten per cent of income should consolidate this further.

It was pointed out to the meeting that if the value of investment was allowed to fall further, amounts available for projects would also fall. Ploughing-back money was the only way to reverse the trend.

At present, total annual income is about £270,000, so that a minimum of £27,000 a year would be added to capital.

The committee accepted the need for regular re-investment. Dealing with bids, they constantly had in mind the total cash for disposal and kept grants within the £54,000 available for specific projects.

Many of the bids to the Sailors' Fund were also considered — and helped — by the Grants Committee of the Fleet Amenities Fund, meeting the following week. And one application to the Sailors' Fund is, instead, being met from the Navy's Voluntary Sports Subscription Scheme. This is for £1,500 to HMS Osprey towards eight sailboards and associated equipment.

In one major bid, HMS Daedalus reported that there was a severe shortage of recrea-

tion space for male junior rates there. They submitted a £33,375 project for conversion of a building to provide extra TV rooms and a snooker/darts room.

Sums of £15,000 each were sought from the Sailors' Fund and FAF.

After much discussion at the Sailors' Fund, it was agreed to recommend that an application be put through Command channels seeking public funds to

repair and renovate the building for recreational purposes. Meanwhile, no action was taken on the application to the funds.

HMS Nelson sought a £3,000 grant towards creating a five-a-side football pitch near Anchor Gate. This area, already walled on three sides, would be resurfaced and netted-in for use as a football pitch, and would also be marked out for other mini-sports.

There was considerable support for the project, but it was decided not to proceed with any grant until the possibility of public funding had been thoroughly investigated.

WHERE THE MONEY GOES ...

GRANTS were approved as follows:

Half-yearly grants to HM ships — £38,250 from Sailors' Fund.

RN and RM Sports Control Board — £18,550 from FAF as annual subvention.

HMS Sultan — £17,500 (£10,000 from Sailors' Fund and £7,500 from FAF) towards provision of special flooring in indoor games area (Stephenson hangar).

Naval Air Command — £16,500 (£7,500 from Sailors' Fund and £9,000 from FAF) towards repairs and improvements to mountain hut, Tai Newyddion, near Bethesda, North Wales.

Royal Fleet Club, Devonport — £15,000 (£7,500 from Sailors' Fund and £7,500 from FAF) for exterior decoration and repairs.

Regular Forces Employment Association — £10,353 (£4,977 from Sailors' Fund and £5,376 from FAF) as half-yearly grant.

HMS Drake — £7,000 from Sailors' Fund towards renovation of Fleet skittle alley and adjacent toilet.

HMS Cochrane — £6,300 (£3,150 from Sailors' Fund and £3,150 from FAF) towards replacement of caravans at Aulbea, Scotland.

RN and RM Sports Parachuting Association,

Lymington — £5,750 from Sailors' Fund towards new engine, aircraft hangar, in-flight door and safety vehicle.

RM Commando units — £5,250 from Sailors' Fund as half-yearly grant.

HM ships emerging from major refit or new construction — £4,410 from FAF towards TV facilities.

Portsmouth Naval Gilding Club (HMS Daedalus) — £4,355 (£2,200 from Sailors' Fund and £2,155 from FAF) towards new engine for tug plane.

HMS Collingwood — £4,200 (£2,100 from Sailors' Fund and £2,100 from FAF) towards Sherpa auto sleeper.

Union Jack Club — £3,078 from Sailors' Fund towards annual tri-service grant.

HMS Royal Arthur — £3,000 from Sailors' Fund towards refurbishment of PO's and Junior rates' bars and Royal Arthur Club.

RN Equestrian Association — £2,500 from FAF towards purchase of polo ponies.

HMS Seahawk — £2,000 (£1,000 from Sailors' Fund and £1,000 from FAF) towards hydraulic vehicle lift for Seahawk Car Club.

Joint Services East Nepal Expedition 1983 — £2,000 (£500 from Sailors' Fund and £1,500 from FAF) towards costs.

CINCFLEET — £2,000 from FAF towards cost of family

visits overseas to HM ships on assisted maintenance periods.

Captain of the Fleet's Fund — £1,500 from FAF as annual grant.

HMS Dolphin — £1,500 from Sailors' Fund towards engine and gearbox for fishing boat.

HMS Osprey — £1,500 from Voluntary Sports Subscription Scheme towards eight sailboards and associated equipment.

HMS Gannet — £900 from Sailors' Fund towards sound reproduction equipment for Sea King Club.

Recreation study — £800 from FAF towards tri-service cost of feasibility study of MOD recreational facility in London.

HMS Dolphin — £690 from Sailors' Fund towards public address system.

HMS Gannet — £380 from Sailors' Fund towards refurbishment of billiard table in Sea King Club.

RM Tyne — £350 from FAF towards 22 target rifle.

Radclyffe Convalescent Home — £300 from Sailors' Fund for convalescent facilities.

Major-General RM Commando Forces Consolidated Fund — £200 from FAF as annual grant.

Other applications were withdrawn or unsuccessful.

MISCELLANEOUS

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LADY, slim, fair, would like to contact tallish serving or ex-service Royal Marine Officer, 50-60, for the purpose of corresponding. Various interests. Navy News Box No. 736.

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RN SIR Mini 1000, Aug. '76, antique gold, one previous owner, 47,000 miles, tax, M.O.T., very good condition. Must sell due to house purchase. £1,200 o.n.o. — Phone: D. McGuish, 03364380 evenings.

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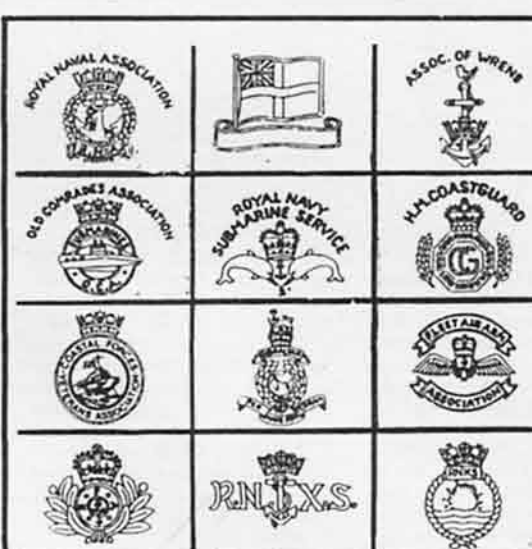
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RNBT's 60th Annual General Meeting

Trust hurt by bite of inflation

INFLATION had bitten deeply into the Royal Naval Benevolent Trust's annual income, Vice-Admiral Sir John Roxburgh, President of the Trust, told the 60th annual meeting in London on October 29.

Income of £280,500 in 1972-73 should have increased to £953,700 by 1981-82 to keep pace with inflation. The Trust's actual income for 81-82 had been £698,500, a shortfall of £255,200.



Rear-Admiral A. S. Tippet, Flag Officer Portsmouth, presents an oil painting to Mr. Derrick Gautrey and a bouquet to his wife, Margaret, to mark Mr. Gautrey's 30 years with the RNBT. Picture: PO(Phot) Radar Thompson.

TWO people who between them have served the RNBT for 60 years have received presentations to mark their long and loyal service. They are Mrs. Win Griffiths and Mr. Derrick Gautrey.

Mrs. Griffiths began work as cook at Pembroke House, the Trust's residential home for aged men, soon after it opened in 1952 and has been presented with a carriage clock on her retirement after 30 years.

Last year Mrs. Griffiths's dedicated service was recognised with the award of the British Empire Medal.

Mr. Gautrey is first assistant to the local secretary at

Mark of loyalty

Portsmouth, and also joined the Trust in 1952. His 30 years were marked by the presentation to him of an oil painting.

Many callers have been grateful for his advice, and he has put his considerable knowledge of the statutory regulations affecting state benefits to good use in the administration of the Trust's Jellicoe Annuity Scheme.

Admiral Roxburgh reported that the decision to phase out the Trust's Chatham office because of the naval run down in the area had not ended the RNBT's work at Chatham. There would continue to be serving and ex-serving members on the management committee of Pembroke House at Gillingham, plus two additional representatives on the central and executive committees.

TRIBUTE

The President paid tribute to the Rosyth local committee which had been in business just over a year and was making a useful contribution to RNBT affairs in Scotland.

He also paid tribute to the support given by King George's Fund for Sailors. Because of this, the RNBT had decided to raise the ceiling of Jellicoe Annuity awards from £3 to £4 as from April 1, 1983. Directors of the Baltic Exchange were thanked for their magnificent donation of £10,000 to the Trust's general fund, and for the use of the Queen's Room in the Baltic Exchange for the annual meeting.

ARTISTS

Special mention was made of the Variety Artists of Great Britain who had continued to support the Trust and subscribed an extra £20,000 during the year. Trustees of the Trafalgar Day Orphan Fund were thanked for their valuable contribution.

Admiral Roxburgh paid tribute to Mr. G. Coulson, who had retired as honorary treasurer after six outstanding years in office.



They said it...

... from a former Royal Marines corporal, now incapacitated by a rare illness, who needed warmth but whose chimney was defective. An RNBT grant of £437 paid for the chimney to be re-lined. Wrote the corporal: "I cannot express enough thanks. It seems to have solved the problem and I am now able to sit in front of a nice, warm fire."

... from a widow who is deaf and has a heart condition which makes her virtually immobile. RNBT helped her with various items she needed. She wrote: "I would like you to know that I now have a most comfortable chair in which I have to spend many hours, also the cradle for my bed is a great help to me. May I say that these things do indeed make a difference to my life because I am confined to my flat now."

Trust's record recipient

MRS Celia Wescomb of Shanklin, Isle of Wight, has been receiving an annuity payment from the RNBT longer than anyone else currently benefiting from this scheme to help the aged naval community. But Mrs Wescomb, now 83, is not the oldest recipient of a Jellicoe Annuity.

She first approached the Trust after her husband's death in 1948, and has received a regular weekly allowance since January 1950. In those days it was ten pence a week.

£70,000 boost for grants kitty

CASH available for individual grants from the RNBT in the current financial year is up to £296,000 — about £70,000 more than was available last year.

The figures were revealed by the honorary treasurer, CWEA N. C. Hill, at the annual meeting. He said the Trust's finances were well balanced to meet any reasonable demands, and there was a small cushion against the unexpected.

He warned that there would be a steady increase in demands on Service charities, including the RNBT, from the greatly increased numbers of Second World War veterans now reaching mature years.

The treasurer said King George's Fund for Sailors had increased its annual maintenance grant to the RNBT to nearly £74,500. About £5,500 of this came from a fresh source — a share of the KGFS London flag day proceeds.

KGFS also gave the Trust a special one-off grant of £5,000 to mark the Year of the Disabled, a maintenance grant of

£9,150 for Pembroke House, and a further grant of £8,000 towards capital projects for the home.

Mr. Hill reported that restrictions on the Trust's powers of investment had been lifted by Order in Council, and major changes had already been made in the Trust's holdings to improve rate of return.

BOOK LOSS

A book loss had been made on the sale of unattractive stock, but at the same time a £200,000 windfall had been received from the Canada House Fund.

As a result, Mr Hill was able to report a surplus of £277,107 for the year.

Greatest price of peace

THE greatest price a Serviceman pays in the cause of peace is separation. Lieut.-General Sir Stuart Pringle, Commandant General Royal Marines, told the annual meeting of the RNBT.

He said the price of peace for the nation could be measured in simple cash terms; there was little personal involvement for society at large.

"It is in the Serviceman's family that the real, continuing price of peace is paid. It is to our families that both society and the Serviceman himself owe the real debt," said General Pringle.

**R
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By the Navy — for the Navy



The men at the helm of the Royal Naval Benevolent Trust are (left to right) FCPO Michael Hasney (Rosyth); CPO Harry Macartney (Portsmouth); Vice-Admiral Sir John Roxburgh, President; WO2 Terry Hayes (Devonport); and FCPO John Edwards (Chatham). During the year they were responsible for disbursements totalling £535,079.

The Royal Naval Benevolent Trust makes no appeals to

the public. It relies on canteen rebates, voluntary donations, investment interest and legacies to carry on its important work.

Applications for assistance to the Grants Committee, 2a, Tipner Road, Portsmouth, Hants PO2 8QR.

General inquiries to head office, High Street, Brompton, Gillingham, Kent ME7 5QZ.

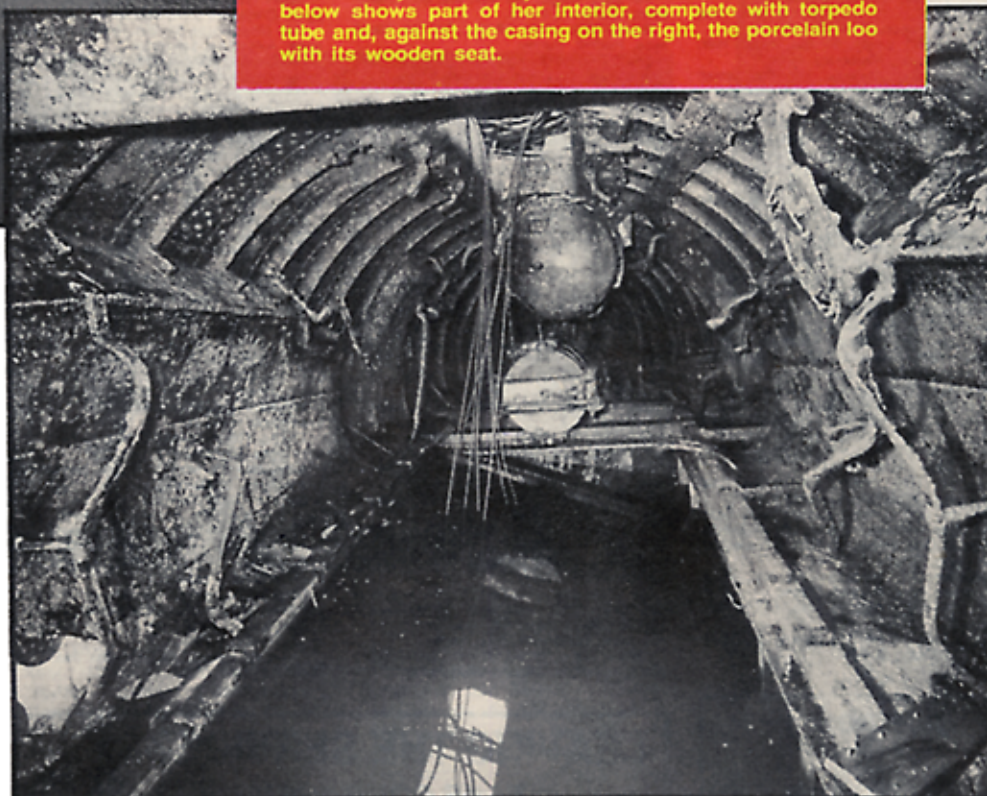


Holland I is home

HOLLAND I, the Royal Navy's first submarine, is back where she started after 69 lost years. She was towed from Portsmouth Harbour in 1913 bound for a breakers yard in South Wales, and returned to Gosport on December 15 on the backs of three Army tank transporters.

For most of the intervening years she lay lost on the seabed off Plymouth, put there by a storm which was to save her from the scrapyards.

Holland I "surfaces" for the first time since 1913 as water drains away from a dry dock in Devonport. The picture below shows part of her interior, complete with torpedo tube and, against the casing on the right, the porcelain loo with its wooden seat.



In April 1981 Holland I was located by the minesweeper HMS Bossington, and a long and complicated salvage operation was set in motion. Finally, the 63ft. long, cigar-shaped submarine was inched into dry dock at Devonport on November 30.

A day later the dock was drained — to reveal that the little boat was in astonishingly good condition. Water jets quickly blasted her barnacle-encrusted hull to reveal shiny metal, and the preservation process began.

MASTERMIND

Cut into three sections, the boat was loaded on the three Army tank transporters for the 290 mile journey to Gosport. She was greeted at the gates of HMS Dolphin by the Director of the RN Submarine Museum, Cdr. Richard Compton-Hall, who masterminded the search and salvage operation.

Now she is in her final resting place, given an inch or two, close to the carefully preserved bulk of the much younger HMS Alliance. Work has continued on her interior and Vickers, who built her at Barrow-in-Furness 81 years ago, have said they will assist with her "refit".

Minerva spreads cheer

HMS MINERVA was a popular late arrival when she joined other warships off the Falklands for guardship duties over Christmas. On board she had 125 sacks of Christmas mail for islanders, other ships on peace patrol, and the British Forces ashore.

The Leander-class frigate also played "Santa" by taking with her extra stores to brighten up the festivities in the South Atlantic.

The Minerva had been scheduled to sail south in company with HM ships Antrim, Liverpool, Ariadne and Charybdis. She eventually sailed from Devonport on November 29 for her second tour in the Falklands and Christmas "on the beat."

The Minerva was fitted with extra close range weapons and a fresh coat of paint during a short and hectic docking period in Devonport.

Tribute to 820 NAS officers

TWO aircrew from 820 Naval Air Squadron based at RN air station Culdrose have received Commander-in-Chief Fleet's Commendations for their leadership and professionalism during the Falklands war.

They are Lieut.-Cdr. Keith Dudley, senior pilot of 820 Squadron, and Lieut.-Cdr. Peter Galloway, the senior observer.

Lieut.-Cdr. Dudley's young aircrew flew more than 3,000 hours during the operation. He was involved in the rescue of a Sea Harrier pilot shot down close to enemy positions and, on the night of June 14, flew Major-General Jeremy Moore to Port Stanley to witness the surrender ceremony.

The commendations were presented to both officers by Capt. Jeremy Black, commanding officer of HMS Invincible, when he visited Culdrose.



Neptune's queen gets a dunking!

RFA Fort Grange's crossing-the-line ceremony on November 28 was a doubly royal occasion, for King Neptune deigned to bring with him his consort, Queen Amphitrite. The Fort Grange, with 826 Naval Air Squadron embarked, was on passage for Ascension Island and the Falklands.

So when the king, heavily disguised as CPOA(AH) Debenham, visited the ship to demand the customary acknowledgement of his maritime sovereignty he was accompanied by his queen in the shape of Second Officer Karen Shepherd WRNS, the squadron's Met. officer.

CEREMONY

Our picture shows cameras at the ready as the king and queen, supported by their "policemen" and "bears", conducted the business of their ceremony. The ship's master, Capt. Rutherford, volunteered to accept sentence on behalf of the ship and was punished in traditional manner.

And by popular demand, Queen Amphitrite was the final recipient of the customary dunking given to uninitiated travellers.

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NAVY NEWS READER SERVICES

SWOP DRAFTS

AB(M) Hayden, 3Q Mess, HMS Brazen, due to deploy April, will swop for any Devonport ship not deploying.

RO1(G) E. J. Stoves, Lochinvar Block, MSO Rosyth, drafted HMS Glamorgan, Feb. Any frigate or smaller ship considered.

LS(MW) K. Swindells, Harbour Training Ships, HMS Sultan, drafted HMS Fox, March, will swop for any MCMV Portsmouth.

AB(M) M. R. Preddy, HMS Eastbourne, c/o HM Dockyard, Rosyth, drafted to Falklands Naval Party, will swop for any MCM1 sweeper, Rosyth.

LSTD R. Croughan, HMS Brilliant, Plymouth, will swop for any ship based in Scotland.

WEM(R) N. Caulton, 3R Mess, HMS Brazen, STANAVFORLANT duty shortly, will swop for any shore base, Plymouth.

AB(S) Coleman, 3P Mess, HMS Berwick, Portsmouth, Jan., will swop for any Devonport frigate or shore base.

POCA A. MacDonald, PO's Mess, HMS Cochrane (ext. 2208), will swop for any base or ship, Chatham or Portsmouth.

AB(M) R. G. Foster, 3MP Mess, HMS Arethusa, Devonport, will swop for any Portsmouth ship, preferably County-class or DLG.

CA D. Poyzer, 3Q Mess, HMS Broad-sword, deploying April, will swop for any other ship.

LWTR T. J. Jackson, 6D1 Mess, HMS Illustrious (ERD Feb. 1984) will swop for any Portsmouth ship serving home or abroad.

LCK D. Anwyll, 3 Mess, HMS Hecla, will swop for frigate or destroyer, Plymouth or Portsmouth.

CK Rumary, MV Falkland Sound, NP 1242, Falkland Islands, BFPO 666, drafted HMS Hermes, March, will swop for any Devonport ship.

WRENWTR(P) J. M. Bone, Pay Office, HMS Seahawk (tel. Cudrore ext. 2227), will swop for Portsmouth area draft.

LS(S) A. Ruddock, 3P Port Mess, HMS Exeter, will swop for any LS(S) in ship refitting in Portsmouth, or any Portsmouth shore base except Gosport.

CPOWTR A. Brown, HMS Vernon, drafted HMS Cochrane, April, will swop for anything south of Hadrian's Wall or anything seagoing.

STD S. Walker, 1 Mess, HMS Herald, DED until end of March, Devonport, then Devonport based, will swop for any ship deploying, preferably HMS Hermes or HMS Fearless.

LWREN(R) Mackie (ASWE ext. 2593), drafted HMS Heron, April, will swop for HMS Dryad or any Portsmouth base.

WRENWTR(G) J. Garden (Portsmouth Dockyard ext. 22593), drafted Southampton RN Careers Information Office, March, will swop for any draft, Plymouth area.

STD S. B. Hart, 1 Mess, HMS Hecate, Plymouth, will swop for any Portsmouth ship.

LS(R) Crabbe (CAAIS), 3E Mess, HMS Avenger, deploying late Feb., will swop for any Devonport ship in refit or shore base.

A/LCK Allan, Captain's House, BRNC Dartmouth, drafted HMS Plymouth, Rosyth, May, will swop for any Devonport or Portsmouth ship. Tel. BRNC ext. 500.

LWEM(R) Stanton, 3D Mess, HMS Avenger, deploying end of Feb., will swop for any Devonport ship not deploying.

AEM(WL)1 Hill, RN air station, Yeovilton, drafted HMS Invincible (AED) mid 1983, will consider any other draft.

STD A. Gratton, HMS Rooke, drafted HMS Collingwood, March, will swop for any Portsmouth side shore billet. Tel. Havant 474820.

LCK T. Welford, 8 Atherton Place, Stoke, Plymouth, telephone (0752) 509457, drafted HMS Heron, Feb., will swop for any Devonport base.

AB(M) J. Crookford, HMS Argonaut, refitting Plymouth, will swop for any Portsmouth seagoing ship.

WRENWTR(G) M. A. Davis, Captain's Office, HMS Daedalus, ext. 403, drafted Royal Marines Eastney, March, will swop for any Gosport area draft.

POMEM(L) P. D. Thickett, 132 Lumsden Road, Eastney, Portsmouth, drafted HMS Abdiel, Rosyth, May, will swop for any Portsmouth frigate, survey or patrol ship.

MEM(M)2 Hellier, Hawks 18, HMS Drake, drafted HMS Andromeda, April, will swop for any Type 22.

WRENWTR(G) A. J. Smith, CINCNAVHOME, ext. 22597 Portsmouth Naval Base, drafted HMS Centurion, April, will swop for any London / Plymouth draft.

LSEA(M) W. D. C. Marsh, 5G1 Mess, HMS Hermes, deploying March, will swop for Portsmouth shore base or ship in refit.

WEM(O) Holmes, 6 Berth, HMS Jersey, will swop for any Rosyth / Portsmouth ship base or any ship, destroyer or larger.

LME(L) C. C. Stone, 3P (Port) Mess, HMS Brilliant, drafted as POMEM(L) to HMS Collingwood, March, will swop for any POMEM(L) draft to Plymouth, shore base or ship in refit.

WEA2(WD) R. K. Maxwell, drafted HMS Minerva, June, 27 months, Devonport, will swop for any Portsmouth ship or shore base. Replies to FCWEA Milligan, Portsmouth FMG, HMS Nelson.

AB(S) D. McMahon, 3P Mess, HMS Yarmouth, deploying March, will swop for any Rosyth Island or Castle class ship.

MEM(L)1 Garforth, Hawkins Block Office, HMS Drake, drafted HMS Berwick, March, will swop for any Plymouth ship.

RO1(G) Whitney, 2D Mess, HMS Avenger, deploying March, will swop for any Devonport shore base or ship in refit.

LCK Walters, 2D2 Mess, HMS Active, drafted HMS Sultan, Feb. Will swop for any Devonport shore base or ship in major refit.

AB(S) N. K. Martin, HMS Vernon Boats Store, drafted HMS Jupiter, Feb. refitting Plymouth until Dec. 1983. Will swop for any Portsmouth ship in refit or shore base.

POCK J. J. Pratt, HMS Euryalus, will swop for any Rosyth ship or one based there in the near future.

MEMN(L)1 R. A. Smith, FMG North Corner Jetty, Portsmouth, drafted HMS Herald, Devonport, April. Will swop for any Portsmouth ship.

LCK N. Cunningham, Main Galley, HMS Dolphin, will swop for HMS Osprey or HMS Heron.

LCA G. Hancock, 3E Mess, HMS Rotheray, Rosyth, deploying 1983. Will swop for any Portsmouth ship, preferably refitting, or shore base.

LSA L. Lambert, c/o Stores Office, HMS Berwick, Gibraltar guardship, Jan./Feb./May/June, deploying July. Will swop for any Portsmouth ship not deploying.

LRO(T) Pennington, CY2A HMS Mercury, drafted CTF 345, Feb. Will swop for HMS Mercury.

LWRENRO I. Wishart, HMS Gannet, ext. 287. Will swop for Northwood, Whitehall or Yeovilton. Anything considered.

MEM(M)1 T. McMullen (AMC), Horsea Island Firefighting School, Portsmouth, drafted Falkland Island, May for four months. Will consider any shore base.

LRO(G) M. Kaminski, XWO, HMS Mercury, drafted HMS Endeavour, May. Any draft considered.

APOMEM(M) Wilcock, HMS Walkerton, Rosyth, due refit March. Will swop for any Portsmouth ship.

LCK P. Neary, HMS Bideston, drafted HMS Cochrane, Feb. Will swop for any seagoing ship.

LS(S) L. S. Jackson, HMS Danae, Plymouth, will swop for any Portsmouth ship.

LME(L) T. Walden, NP2010, BFPO Ships, drafted HMS Neptune, Faslane, March. Will swop for any Portsmouth, Plymouth, Portland or Chatham ship or shore base.

POINTS LEADERS

THE FOLLOWING list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or basic dates) is the number of men who were advanced during November.

PO(EW)RS(W) — Int (2.2.82); Nil; LS(EW)LSO(W) — Int (5.7.82); 3; PO(M) — Int (6.8.82); 5; LS(M) — Int (17.11.81); 3; PO(R) — Int (16.12.81); Nil; LS(R) — Int (4.5.82); 10; PO(S) — Int (7.12.81); Nil; LS(S) — Int (15.9.81); Nil; PO(D) — Dry; 3; LS(D) — Dry; 5; POM(W) — Int (3.7.81); 1; LS(W) — Int (8.7.81); Nil.

PO(SR) — Int (10.4.81); Nil; LS(SR) — Int (5.8.81); Nil; POPT — Int (10.6.80); Nil; RPO — 277; Nil; RS — 93; 2; LRO(G) — Int (23.8.82); 12; CY — Int (9.9.80); Nil; LRO(T) — Int (8.12.81); Nil; POS(S) — Dry; Nil; LS(S) — Int (30.3.82); 3; PO(TS) — Int (19.11.81); 1; LS(TS) — Int (22.9.81); 1; RS(SM) — 198; Nil; LRO(SM) — Int (15.6.82); Nil; PO(UW) — Dry; Nil.

POMEM(M) — Int (10.2.82); 4; LME(M) — Int (10.7.80); 8; POMEM(L) — Int (25.8.82); Nil; LME(L) — Int (10.8.81); 1; POMEM(O) — Dry; 1; LWEM(O) — Int (21.7.82); 3; POMEM(R) — Dry; 2; LWEM(R) — Int (23.4.82); 6; POMEM(M) — Int (20.11.80); Nil; LME(M) — Int (7.9.81); 1; POMEM(L) — Dry; 1; LME(L) — Dry; 1; LWEM(O) — Int (19.4.82); Nil; POMEM(R) — Dry; Nil; LWEM(R) — Dry; 1; POWTR — Int (29.1.81); Nil; LWTR — Int (4.5.82); Nil; POSA — 333; Nil; LSA — 84; 1; POCA — Int (28.10.80); Nil.

PROMOTIONS

AUTHORISATION for promotion of the following rates to chief petty officer has been issued:

WEAPON ENGINEERING

To CWEM(R) — A. Barlow (Torquay), D. Cliff (Arrow), K. I. McAllister (Zulu), J. L. Elliott (Alderney), R. J. Codd (Rooke), D. G. Olive (NP 2200).

SUPPLY AND SECRETARIAT

To CPOSA — R. E. Parker (Boxer). To CPOST — C. I. Ince (Rhyl). To CWRENWTR(P) — S. Duncan (RM Plymouth).

COMMUNICATIONS

To CRS — S. Lowman (COMCEN Whitehall), J. A. Dunford (Fearless), P. R. Crayford

(Warrior), C. F. Kimber (Mercury), C. E. Drewett (Warrior).

To CCY — M. Skull (FOSNI), W. J. Taylor (Raleigh), A. W. Clifton (NP 1730), G. F. Lloyd (Warrior).

To CRS(W)/CPO(OPS)(EW) — M. P. Faulds (Dryad), P. V. Barrick (Mercury).

REGULATING

To MAA — R. Jacques (Excellent), P. Hudson (Ambuscade).

To CWRENREG — M. J. O'Farrell (President).

MARINE ENGINEERING

To CMEM(M) — C. C. Haste (Dolphin), G. Philipson (Defiance), B. R. Lockyear (Sultan), A. J. Sullivan (Pembroke), E. M. Finlay (Sultan), C. S. Cole (Cochrane).

CALLING OLD SHIPMATES

Mr. W. Lobban, 32, Rannas Place, Portlissie, Buckie, Scotland AB5 1SQ, would like to contact any former shipmate of his uncle, Ldg Stoker William Cowie, lost in HMS Acasta, June, 1940.

Mr. R. N. Hobson, 17, Willow Avenue, Cantley, Doncaster, telephone 537454, would be pleased to hear from shipmates of HMS Glasgow 1947-52, especially Jimmy Duncan (Barf), William Parkes (Arbroath), Sammy McDiarmid (Perth), Anthony Lanyx-Hind Henderson (London), David Bavington and Tabs Olive (Brighton), and Jack Wright (Cheshire); also Fred Sharman, of HMS Starling.

Mr. F. Swain, 51, Sullivan Road, Court-house Green, Coventry CV6 7JX, would like to get in touch with his old shipmate Mick Muligan, believed to be living in Portsmouth, who served with him in HMS Formidable at Okinawa in 1945.

Mr. T. Atherton, 33 Flat, 6th Floor, Irlam House, Bootle, Liverpool 20, would be pleased to hear from former shipmates of HMS Duncannon 1941-42.

Mr. William Pay, 23, Rede Wood Road, Barming, Kent ME16 9HR, ex-Bosun's mate, HMS Phoebus 1941, would like to hear from old shipmates.

Mr. Rayman Gibson, 4, Hillpark Avenue, Fulwood, Preston, telephone 0772-715741, secretary of the Burma Star Association, Preston, is trying to trace the whereabouts of Mr. J. Weatherall, former AB and shipmate of Mr. Geoffrey Kenneth Lowther who served in HMS, later HMCS, Uganda 1939-45.

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REUNIONS

Former members of the "Lucky 13" submarine HMS Thrasher are holding a reunion May 6-8. For details contact Mr. Thomas W. Gould V.C., 47, Meadowcroft, St Albans, Herts, telephone St Albans 61826.

To commemorate the 40th anniversary of the commissioning of HMNZS Gambia a reunion is being arranged to take place at Hokitika-Westland in New Zealand on September 23 to 25, 1983. For details contact Gambia Reunion 83, Hokitika, New Zealand.

The Royal Naval Patrol Service Association (Scarborough) are holding their fourth reunion week-end in February, with a dinner-dance at Clifton Hotel, Scarborough, on Feb. 11 (tickets £6.50) and an anniversary parade service at St Mary's Church at 10.45 a.m. on Feb. 13. Further details from Mr. Bob Wood, Secretary Royal Naval Patrol Service Association, 64, Franklin Street, Scarborough, North Yorkshire YO12 7JU, telephone 0723-71465.

Rear-Admiral A. S. Tippet, Flag Officer Portsmouth, was guest of honour at the fifth reunion of wartime Ark Royals, held at Southsea, which was followed next day by a Remembrance Service in St Ann's Church, Portsmouth Dockyard, attended by over 80 members.

Over 100 members of HMS Barham Survivors Association attended a memorial service at Westminster Abbey conducted by the Dean of Westminster. A wreath was laid at the Barham Memorial Candelsticks by Wren Morris Elliott, daughter of survivor George Elliott and CPO Bob Woodgate, a Sea Cadet from TS Barham.

As a prelude to their reunion in April, members of HMS Burnham Association attended Burnham-on-Sea annual carnival. They were accompanied by Shipmate Herb Wells from Newfoundland who has presented the Association with a White Ensign from the Burnham which will be laid-up at St Andrew's Church, Burnham-on-Sea at the reunion.

Former members of HMS Cabbala (1942-46), are invited to attend a reunion and plaque-unveiling ceremony on April 23 in the large hall of the main building of Lowton Civic Centre, formerly HMS Cabbala. The plaque will be unveiled at 1400 by Superintendent Joan Cole WRNS. The hall will be open from 1100 to 1600 with a buffet lunch served at 1230. Tickets £5 each (including donation for plaque) available from January 20 from Mrs Joyce Wilcock, Cabbala, 21 Wharfedale Avenue, Harrogate HG2 0AU, telephone 0423-69738.

Members of 122 Class, second class stoker men entries to RNB Chatham Jan.-May, 1937, interested in a reunion contact Mr. D. G. Harvey, 47, Jubilee Court, Uphurst, Waltham Abbey, Essex EN9 3UB, who would also like to know if a reunion is planned for members of HMS Warspite Association.

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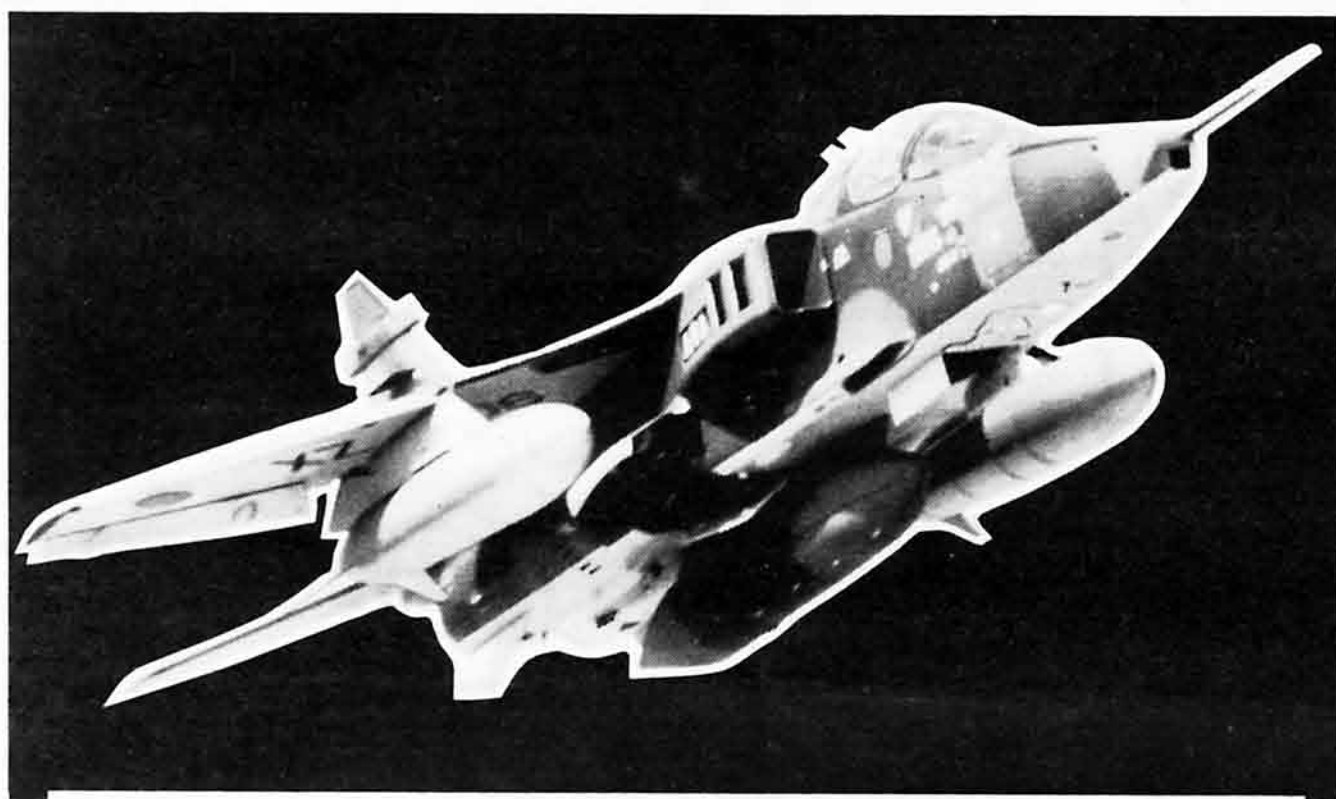
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1983

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In 1799, income tax was introduced. Still, at only 4p in the £, it wasn't really worth working in Saudi Arabia for two years to avoid it.

JULY 25, 1909

In 1909, Louis Bleriot made the first powered solo flight across the English Channel. Rumours that he was secretly aiming for a rendezvous with Lockheed in Saudi Arabia have been persistently denied.

NOVEMBER 22, 1890

In 1890, guineas ceased to be legal tender. A good thing too, otherwise your tax free salary for two years in Saudi Arabia would only have been 18,000 gns, which sounds a lot less than £20,000.

...AND SOME YOU WILL

	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
Radio	17	→	4	11	→	27	20	→	5		3	→ 18
Line Comms	17	→	18		11	→	13		4	→	5	19 → 21
Nav aids		21	→	18		9	→	3	25	→	19	24 → 18
Ground Radar T40T2	17	→	11	11	→	3	4	→	26		3	→ 25
ATC Radar AR1		21	→	18		16	→	10	25	→	19	24 → 18
Computers	31	→	18		16	→	1	22	→	7	7	→ 23

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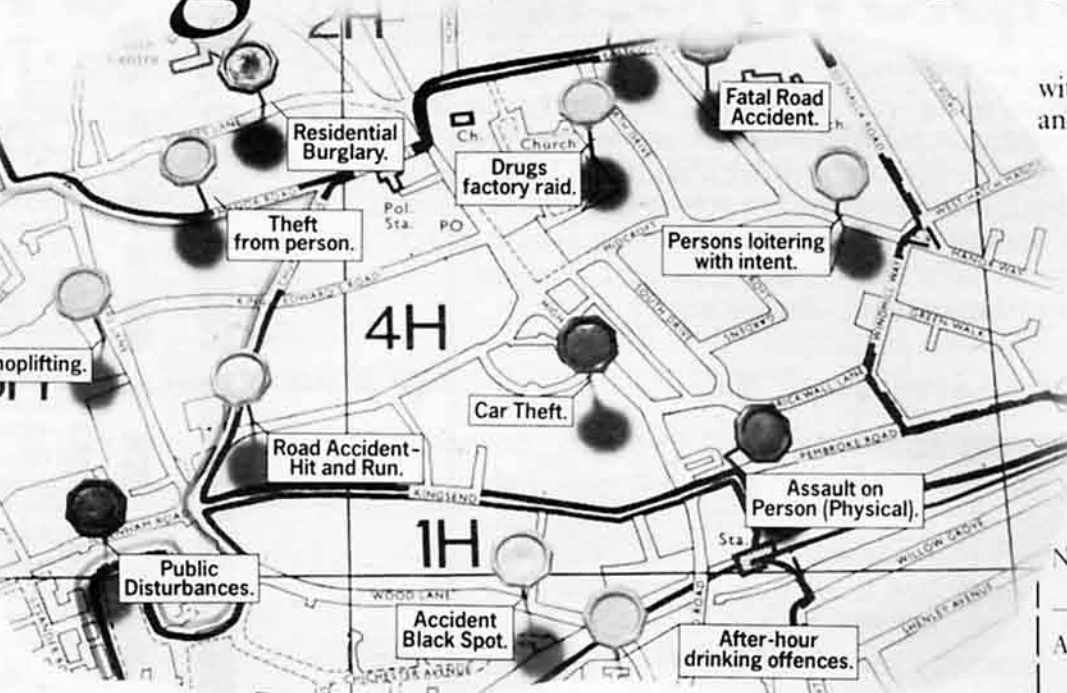
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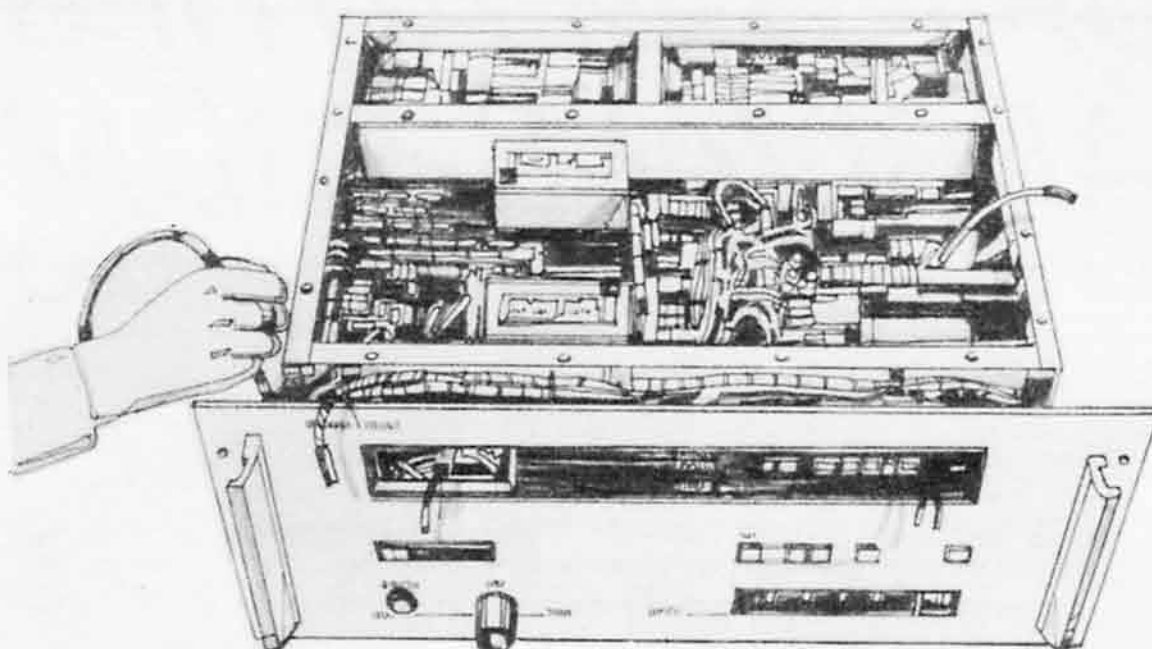
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The Team to Trust

COPING BEAUTIFULLY WITH ARRIVALS FROM FRANCE

THE last week of November saw the visit of the French Armed Forces rugby caravan to Portsmouth coincide with the arrival of HMS Nelson wardroom's stock of Beaujolais Nouveau, writes Mike Vernon.

Both were well received and the French declared themselves more than content with their logistic treatment at the hands of the Royal Navy, who ultimately provided air transport home for the residue of the party who could not be fitted into the French military aircraft sent to collect them from HMS Daedalus.

Their match against the Combined Services was something of a disappointment, particularly to the home fans after the Services' narrow win for the second successive year over British Police two days previously. Conditions were far from ideal and the referee's inability to spot early provocation by the French led to a niggly game, in which Services conceded six points from retaliatory foul play.

They did however score the only try from left-wing Neil Coyne as a result of an opening created by his fellow RAF player Paul Bate's incursion into the line from full-back, but a drop goal and a further penalty from the French fly-half against a penalty from Peter Tomlin left the French victors by 12 points to seven.

Rugby

The Navy were well represented in the Combined Services side with Barry Wills (for the first time), Peter Tomlin, Colin Youlton, John Hirst and Steve Hughes on the park, and Doug Powell, Steve Creighton, Ian Thompson and Ian Russell on the bench, and all nine were on parade against Exeter on November 30.

An exchange of penalties between Exeter and Tomlin left the score at six points each until the last minute of proper time, when Exeter achieved a push-over try. The Navy, who but for handling errors at crucial moments would have made the game safe by half-time, were somewhat unlucky to lose 10-6.

HAMPSHIRE HURRICANE

Two weeks later the Navy, experimenting with a much-changed line-up, opposed Hampshire in near-hurricane conditions at Gosport. Hampshire, with the wind, established an interval lead of 14 points to four, through two tries (one from a Navy error) and two penalty goals to a try by John Hirst, made by some quick thinking by Colin Youlton from a tapped penalty.



Line-out action during the Navy Knock-out Cup final at US Portsmouth. HMS Cochrane, in the quartered jerseys, went on to win 13-4.

Picture: Wren(Phot) Meakin.

In the second half, the Navy were unable to capitalise on wind advantage beyond a try by Doug Powell, and a third penalty goal from the Hampshire fly-half made the final score 17-8 in their favour.

Hampshire, with John Burden improving considerably on his performance at

Exeter and Trevor Newson belligerent as ever on return from a broken thumb, played with unexpected fire and vigour and deserved their success. As for the Navy, the inexperience of the new comers showed, though in fairness it was a diabolical day on which to make a debut.

In between the two Navy matches, the Colts kept up their winning ways with 50-0 (12 tries) and 10-6 defeats of East Kent and Kent Colts respectively, and HMS Cochrane, beating fellow final debutants HMS Defiance 13-4, got their name on the Navy Knock-out Cup for the first time.

NAVY KNOCK-OUT CUP

Defiance looked to have the more talented set of outsiders, but the conditions, as they have been throughout the month, were against them and Alan Dryburgh and the Cochrane pack very sensibly kept the game tight enough to foil most attempts to open up.

Stoker Barrett, another fugitive from the soccer world, opened the scoring for Cochrane with a penalty goal to which Colin Youlton replied with a vintage try, leaving the score 4-3 to Defiance at half-time. Barrett, calm and methodical in all he did, wrested back the advantage in the second half with two further goals and No. 8 Morrison sealed the match for Cochrane minutes from the end with a try from close quarters.

The clubs have had a good month, with US Portsmouth defeating Bridgewater, Taunton and Oxford, and Devonport Services displaying great courage and commitment in beating their neighbours Plymouth Albion after a crushing mid-week defeat earlier in the season.

Kearney beats top man

THE Royal Navy boxing squad scored their fourth successive victory against powerful opposition when they overcame Warwickshire ABA by nine bouts to two at Coventry on December 3.

Although the scoreline suggests it was an easy win, every bout was fiercely contested in what turned out to be a superb night of boxing.

Outstanding performances for the Navy came from flyweight CK Dave Pope (RNAS Cuddestone) in his first representative appearance, featherweight SEA Stuart Gill (HMS Nelson), who out-pointed Midland Counties champion Colin Lynch, and in particular from light-welterweight MEM Brian Kearney (HMS Broadsword), who enhanced his prospects of a Young England vest with a convincing points win over Eamonn Conidine, the man currently occupying the number one slot.

SUCCESS

Warwickshire ABA went to a great deal of trouble to look after the RN party and the visit was a tremendous success.

There was success, too, for all three Navy representatives in the Combined Services team which beat the West German services 7-1 in a hard-fought match at the Hilton Hotel, London.

AB Wayne Green (HMS Berwick) came through a sticky first round to win his first contest of the season and MEM Ned Rawlins (HMS Euryalus) showed confidence in taking the fight to his opponent.

But pride of place went to SEA(D) Brian Schumacher (HMS Maxton) who outpointed his opponent in the best bout of the night. It ended with both boxers standing toe to toe and brought the packed crowd to their feet.

LONDON

Four Navy boxers were involved in the annual Combined Services match against London ABA at

Boxing

the Royal Lancaster Hotel on November 29.

MNE Colin Day (40 Cdo) and MEM Brian Kearney both stopped their opponents in the third round, but MNE Dave Robb (42 Cdo) and MNE Mark Slater (40 Cdo) lost on narrow points decisions.

This was a fine performance from Services, who benefited from a week of training in HMS Nelson and thoroughly deserved their 5-4 victory to avenge last year's defeat.

On the international scene Kearney, Day and MEM Jim Mandley are all training with the Young England squad and will be hoping for international vests in the near future. Senior internationals AB Nick Croombes, Brian Schumacher and MNE Keith Ferdinand will be training with the England squad from January 7 to 9 to prepare for England's match against Scotland later in the month.

RN INTERMEDIATE CHAMPIONSHIPS

Light fly — AEM K. Quigley (Seahawk), walkover; fly — CK D. Pope (Seahawk) bt SEA A. Martin (Gurkha), fbc 3; bantam — MA W. Innes (42 Cdo) bt AEM S. Elliott (Osprey), pts u; feather — WEA W. Stafford (Collingwood), walkover; light — MNE D. Robb (42 Cdo) bt MNE R. King (CTRM), pts u; light welter — MNE M. Murphy (Cdo Log Regt) bt MEM S. Shercock (Achilles), rsc 3; welter — MNE H. Jones (45 Cdo) bt MNE G. Jarvis (42 Cdo), pts u; light middle — SA A. Chambers (Vernon) bt MNE G. Scott (42 Cdo), pts u; middle — MNE J. Lee (3 Bde HQ) bt LCA R. Jashek (Warrior), pts m; light heavy — MNE S. Goldy (45 Cdo) bt CK J. Campbell (Collingwood), pts u; heavy — Cpl S. Whitaker (40 Cdo) bt WEA B. Harry (Collingwood), pts u.

Team championship — 1, RM (30 pts); 2, Portsmouth (17); 3, Air (11); 4, Scotland (1); 5, Plymouth (0).



CAPT. Harry Megson, captain of HMS Daedalus, unveils a plaque to mark the opening of the new Daedalus RFC clubhouse. Watching (left to right) are club chairman Lieut.-Cdr. Mike Davies and club captain CPO Spider Webb. Daedalus won the Fleet Air Arm's Bambara Trophy this year with a 15-9 win in the final against HMS Osprey. The new clubhouse was transformed from old changing rooms by volunteers led by LPT Pete Tomlin and Lieut. Kit Davidson.

John signs off

HAVING been secretary of Navy golf and your Navy News golf correspondent for the past nine years, John Weekes has handed over both caps to Lieut.-Cdr. Brian Grant.

Brian works in HMS Excellent (tel. extension 5171), and is the man to contact if you want to play in the 1983 Royal Navy Open championships at Meon Valley from June 15 to 17, or if you want details of Navy representative matches.

John Weekes writes: "Having greatly enjoyed Navy golf, I must pay tribute to the kindness and tolerance of all those who have played and helped with the organisation. It has certainly made it very easy for me.

"So, a final 'Happy New Year' to my readers and best of golfing luck in 1983 — especially with the new handicapping system!"

Pentathletes train with US stars

THREE Royal Navy pentathletes and their coach have returned from a two-week training session with former World Cup and championship stars at Fort Sam Houston in Texas.

LPT Jim Nowak (Dryad), LPT Arthur Negus (Dolphin), MT3 Pat Dunleavy (Cochrane) and coach CPOPT Neil Montgomery (Heron) were able to make use of the fort's superb facilities and coaches, who produce the nucleus of the USA's pentathlon teams.

The four men, who travelled with the RAF to Washington, but who each had to spend more than £400 on transport, accommodation and food, had access to Fort Sam Houston's eight-piste fencing salle permanently wired for electric epee, a 40-position target pistol range, vast outdoor menage with 23 quality horses, swimming pools and track and forest running facilities.

The team did well in a fencing challenge competition and have been invited back for triathlon and fencing events.

Fencing

Put to the sword

ON their visit to Guernsey to compete against Sarnia Sword Club, the RN fencing team scored a great success in the sabre events, but did less well with the other weapons.

The WRNS beat Sarnia Ladies B 12-4, the Navy beat Sarnia B 15-1 in the foil, and the Navy B lost to Sarnia 13-3 in the sabre during a warm-up match.

The next day the Navy were at a disadvantage, after an excellent dinner the previous night. Short on numbers, the Navy decided to

field B teams of people who normally fence other weapons. Out of six matches the RN won two — the epee B (Jerry Richold and Tony Siddall winning all their fights) and the sabre A team (Richold, Siddall, Huxtable and Sutton).

The epee A team also fought well, losing 6-10. Alistair Greig and Steve Orridge winning three each.

The WRNS fenced well, getting their revenge on some past opponents, but lost 11-5.

Brazen to the fore

HMS Brazen reports that her rugby team defeated that of HMS Liverpool by 26 points to ten in the first inter-ship match between two full XV's to be played in the Falkland Islands.

The game was staged on a pitch near Sapper Hill, Port Stanley, on December 8, the 68th anniversary of the Battle of the Falkland Islands.

Credit for the pitch must go to 50 Squadron Royal Engineers, who had first to clear it of various Argentine weaponry and explosive material. The Royal Engineers, in fact, defeated the Brazen 28-0 in the opening game on the ground in late October.

SEMI-FINALS

While this was the Liverpool's first outing on Falkland turf, the Brazen had also taken part in a British Forces seven-a-side tournament and reached the semi-finals. They got there from far-off West Falkland by courtesy of a Sea King lift laid on by 824 Naval Air Squadron.

HMS Newcastle also took part in the tournament and reached the quarter-finals.

Our correspondent aboard HMS Brazen confirms that rugby among the penguins does indeed freeze the parts reached by beers — but was well worth the effort!

A stocking full of goals!

THREE more superb wins and a Christmas stocking full of goals confirmed the Royal Navy's best start to a soccer season for years. Manager Lieut. Chris Brady's squad has now played nine trial and representative games without defeat, writes Jack Sheppard.

All six full representative games have been won impressively, during which time the Navy has hammered 24 goals past their opponents and conceded just four.

Latest victims of the Service's new-found confidence have been the Universities Athletic Union, beaten 1-0, the English Fire Brigade, blitzed 5-0, and London University, who were thrashed 4-0.

To cap it all, LMEM Kevin Maddock (Vernon) scored two second-half goals that inspired Combined Services to a 3-3 draw against Middlesbrough F.C. after the Second Division club had taken a three-goal lead.

The Navy has played second fiddle to the UAU for several years now, but reversed the balance of power with a 1-0 win on a rain-saturated pitch at Southampton. LPT Dutchy Holland (Excellent) scored the goal that mattered, with Cpl. Tiv Lowe (42 Cdo) playing superbly in his new role as a defender and POPT Tommy Johnson (Nelson) running tirelessly in his 100th game for the Navy.

QUAGMIRE

There was another quagmire of a pitch at Devizes on December 7 when the Navy beat the Fire Brigade 5-0. The game was a triumph for POPT Keith Baker (Nelson), recalled because of Bugler John O'Connell's absence, and newboy WEM Steve Johnson (Nelson).

Baker scored twice and was very influential in midfield.

Kevin Maddocks also scored twice and Jimmy Neshitt (Collingwood) capped a fine performance with the other goal.

UNIVERSITY

Neshitt did not take long to get onto the score sheet against London University at Burnaby Road on December 15, cracking in a great 18-yard effort after just 30 seconds. POPT John Gwynn (Mercury) laid on the chance.

So dominant were the Navy that goalkeeper CPO Mick Patterson (Collingwood) was a virtual spectator in the Navy goal.

Maddock jinxed and dummied his way through for the second, and LPT Jimmy Stephenson (Excellent) tapped in the third after Tommy Johnson's fierce effort had been parried.

The Johnsons, Tommy and Steve, combined to let in John Gwynn to complete the scoring in the second half.

MIDDLESBROUGH

CPO Patterson must have been wishing for a bit of naval support when Combined Services took on the full 'Boro league side at Catterick on December 1. With his defence at sixes and sevens, he could do little to stop the profes-

Water polo

NAVY water polo players work up for the prestigious Coventry tournament on February 12 with matches against local clubs in the Portsmouth area on January 14 and 15, and a training weekend in HMS Collingwood on February 4 to 6.

Navy swimmers are in action at Gateshead on January 29 and 30.

Soccer

sionals going three up in half an hour.

All that changed at half time, and Services came out a different side. Maddocks scored his two goals and the team ended with an unlikely 3-3 draw.

The Navy's final pre-Christmas fixture was against Portsmouth FC at Burnaby Road on December 23 as Navy News went to Press. January games include the Combined Services against the FA at Aldershot (12th, k.o. 1930) and Belgian Armed Forces, also at Aldershot (26th, k.o. 1930), and the Navy against the Amateur Football Alliance at Bromley Kent, on the (19th, k.o. 1430).

NAVY soccer coach POPT Tommy Johnson receives a specially engraved plaque from Major John Dawson RM, Vice-Chairman of the RNFA, to mark his 100th appearance for the Royal Navy. The occasion was the Navy's match against the Universities Athletic Union at Southampton on November 29, which the Navy won 1-0.

PO Johnson first played for the Navy in 1974, and is now just 13 games behind the Navy's most capped player, former CPO Derek Godwin, now managing a pub in Southend.

Johnson's career record includes three Inter-Services championship medals, a Navy Cup winner's medal, three Inter-Command championship medals and numerous Combined Services caps, including tours to Hong Kong, Bermuda, Trinidad, Scotland and Belgium.

As well as his Navy coaching respon-

Ton-up Tommy

sibilities, he and CPOPT Mick Patterson have been largely responsible for getting the Portsmouth RN club back into Division 1 of the Hampshire League.

On the extreme left of the picture is Tommy's wife, Sylvia, a POWPT in HMS Vernon, and other players in the picture include (from left) Lieut. Tony Miklinski, POPT Neil Hinch, POPT John Gwynn and Cpl. Tiv Lowe.

Squash

allenge Trophy finals were an all "Air affair."

Lieut. Bill Johnson played particularly well and in a very tight semi-final he never allowed CPOPT Pat Beaton to get into the game, thus avenging with interest his defeat by Pat in the Inter-Commands.

Lieut. Peter Des Claves got home 3-1 in the other semi, playing some very sharp squash against Lieut.-Cdr. Alex Johnstone. In the final, Peter with-

stood everything that Bill could produce and came home 9-7, 9-1, 9-3.

In the final of the plate competition POACMN Ian Joes beat CPO John Weeks 3-0 in a match full of entertaining and thoughtful squash.

AUDI PROGRESS

In the Audi national Over-35 team competition the Navy are through to the area semi-finals and will play Sindlesham in Portsmouth early in January, although the venue and date have yet to be decided.

In Division 3 of the Cumber-

Volleyball let-down

A disappointing league season for the Naval Air Command volleyball team comes to an end on January 23 with their final fixture against Division 4 leaders Weymouth Bay Rowdies.

Recent games have included defeats by Whitfield, Priory and Solent, and a 3-1 win over the new and inexperienced Royal Marines team. Air produced many good moments during the Whitfield and Priory matches, and lessons learned during the season should give them a serious prospect of winning the division next year.

Hockey

Missed chances costly

THE annual tri-Service indoor hockey tournament this year moved to a brand new arena in RAF Newton, but unfortunately the Navy sides lost their inter-Service titles, writes Brian Lupton.

In the senior event the Navy beat the RAF 10-8, but lost 7-6 to the Army, who had already also beaten the RAF.

The juniors also slipped up against the Army, for whom US Portsmouth's England Under-21 player Private Ian Jennings (2 Para) was outstanding.

RANK XEROX

In the Inter-Command tournament both Portsmouth and Plymouth reached the semi-finals, only to be drawn against each other. Plymouth won this encounter, but then lost in the final to RAF Support Group, but at least have the consolation of qualifying for the last 32 of the Rank Xerox national competition.

Outdoors the Navy juniors have had a couple of games, losing to Havant Hares 3-4 and Sussex Under-21 2-4 — the goalscorer left to AEM Paddy Moffatt (Heron) and Sub-Lieut. Tony Hargreaves (RNEC).

In the Navy Cup both last year's finalists, Heron and Osprey, were eliminated in the last round and the semi-finals will be between RNEC and HMS Sultan, and HMS Neptune and HMS Collingwood.

Services showing promise

AFTER a decade in the doldrums Combined Services hockey is showing signs of better times to come. Once a major force on the national and domestic hockey scene, Services faded with the end of National Service, the rundown of manpower and the great improvement in civilian hockey.

But Combined Services has remained one of the six divisions of the Hockey Association and as such competes each April in the association's divisional tournament. Last year's greatly improved performance did much to repair the damage caused by dismal showings in previous tournaments.

Better preparation and the introduction of a squad system have brought about the change, and Combined Services no longer have the look of a scratch team turning out for a Sunday morning friendly.

INTERNATIONALS

Lieut. Robin Martin (40 Cdo) of Wales is one of three of last year's squad to play international hockey. Other Navy members of last season's team were Lieut. Tony Lages (Fisgard) and Sub-Lieut. Alyn Lamb (RNEC). Competing for places this year will be Lieut. Roger Evans (Excellent), WEA Nick Davison (Collingwood), POMEM Brian Henry (Sultan) and Lieut. Jim Drury (Heron), all of whom are former CS players.

Team manager of the Combined Services is Lieut.-Cdr. Alex Wallace (Dolphin), Sqn. Ldr. Simon Bales of the RAF is the coach, and Lieut.-Cdr. Alan Walker (Sultan) is the Under-21 team manager.

Trophy finals turn into an Air affair

Christmas — a time to remember ...

SERVICEMEN, including thousands of sailors, away on duty in the South Atlantic, marked the festive season as appropriately as possible in the circumstances.

MOD were reported as overwhelmed by the generosity of people in sending gifts for Service personnel, and said great efforts were being made to get the presents and the mail down to the Falklands in time.

For those serving "down south," there was a free three-minute telephone call home some time during the festive season, courtesy of the South Atlantic Fund.

HAMPERS FOR WIDOWS

For the 133 widows of British Servicemen and civilians lost in the Falklands conflict, the fund arranged distribution of £75 hampers of Christmas fare.

One of the latest cheques received by the fund was for £10,000, representing money raised by the souvenir brochure for the City of London's Salute to the Task Force in October.

Some RN ships were also away over Christmas in other parts of the world. In addition to those named last month was the frigate HMS Galatea, which was spending the festive season in Mombasa during patrol duty.

HMS Glamorgan, inadvertently reported as being away, was in fact spending Christmas at Portsmouth, where work is being carried out on her following Falklands action.

More ships

● From page one

"We have also taken steps to run on ships to offset the battle losses, and front-line numbers will be about 55 at April 1, 1983 and 1984."

In the longer term, as older ships phase out, the total destroyer / frigate force will reduce to around 50 by April 1, 1987. Number in the Standby Squadron, within the total of around 50, would be for decision "at the time in the light of the resources available."

On Falklands lessons to be drawn for warship design, the White Paper says: "No fundamental design defects have been identified."

Concerning use of aluminium in ships, it says this was used in the superstructure of the Type 21 frigates and, to a small extent, in a few other classes, but not in the Type 42 destroyers.

In addition, aluminium is sometimes used for non-structural bulkheads, ladders and ventilation trunking.

"By use of aluminium it is possible to make significant savings in the weight of ships above the water-line, but it has been recognised that this metal loses strength in fires and therefore its extensive use in the construction of RN warships was discontinued several years ago.

"Nonetheless, there is no evidence that it has contributed to the loss of any vessel.

IMPORTANT LESSONS

"Some important lessons have been learnt about the rapid spread of fire and smoke in ships, and about the use of materials which can prove hazardous in fires.

"Cabling fitted in older ships can prove inflammable; this hazard will be greatly reduced in new ships. Urgent studies are now in hand aimed at improving the survivability of existing ships and incorporating lessons in future designs.

"Examples of measures which will be taken include improve fire zones; changes to the design of watertight doors and hatches; the provision of more escape hatches; making bulkheads more smoke-tight; the re-siting of fuel tanks; reductions in inflammable materials; and additional fire pumps, breathing apparatus and personal breathing sets."

The White Paper confirms it was intended that two carriers should be available for deployment at short notice. To ensure this, a third carrier would be maintained in refit or reserve, and the sale of HMS Invincible would not be proceeded with.

It was also confirmed that the assault ships HMS Fearless and Intrepid would be retained in service, and that HMS Endeavour would be retained for service in the South Atlantic.

FUN IN STORE FOR BROADSWORD



SHIP'S COMPANY members of HMS Broadsword line-up among the Christmas toys at Simpson's big department store in Montreal when the frigate visited the Eastern seaboard of the US and Canada.

The Broadsword's ten-week deployment had involved torpedo trials at the US Navy's underwater test and evaluation centre in the Bahamas. There was a visit to Nassau and later the ship went to Charleston, Baltimore, Newport (Rhode Island), and Charlottetown (Prince Edward Island) before going on to Montreal. Everywhere great interest was taken in the ship as a Falklands veteran.

Like many others, the MEMs' mess used the Montreal visit for Christmas shopping. Pictured from the left are LMEM(M) Paul Brookes, MEM(M) Paul Thorpe, LMEM(L) Ian Harrison, MEM(L) Andy Wilkinson, MEM(M) Mark Anderson.

Record level of retention

ADMIRAL'S TRIBUTE

IN A REPORT on the Task Force operations in the South Atlantic during last year's conflict, published as a supplement to the London Gazette, Admiral Sir John Fieldhouse pays tribute to the "quality of our people."

He says: "The fighting men were magnificent when put to the test and the support they received at every level, at sea from the Merchant Navy, at Ascension Island and in the United Kingdom was superb. I could not have been better served."

Calendar sell-out

THERE WAS exceptional demand for the 1983 Royal Navy calendar and it is regretted that no more orders can be taken.

Cheques, postal orders and money received by Navy News after supplies were exhausted are being returned.

LATEST STATISTICS show the number of ratings leaving the Service is at an all-time low.

Of those reaching the end of their initial nine-year engagement, about 90 per cent sign on for further service — half as many again as the usual number for many years — while numbers giving notice to leave are lowest since the scheme began.

Fewer

During the last 12 months, 3,600 RN ratings left, against a recent yearly average of about 5,400.

As advancement/promotion is directly based on the number of vacancies at the higher rate, it is inevitable that fewer vacancies will mean fewer advancements, and so longer rosters.

Retention running at this record level provides the biggest single factor causing the slowing down in the promotion / advancement rate reported in last month's Drafty's Corner.

● Latest Forces manpower figures issued by MOD show that recruitment to the Royal Navy has continued to be tightly controlled. Strength of the Navy at September 30 1982 was 63,290, about 3,400 lower than a year earlier.

Reclaim rescue plan

PREPARATIONS to save the old diving trials ship Reclaim and open her as a floating bar at the Thames Embankment were nearing completion as Navy News went to press at the end of December.

Businessman and shipping enthusiast Mr Colin Dix said he had bought the vessel from an Antwerp scrapyard and planned to berth her on the site formerly occupied by the old paddle steamer Caledonia, which burned out.

The Reclaim, which saw 31 years' service with the Royal Navy, was towed from Portsmouth last May.

It's a bird!

"SEX CHANGE" Spike tried hard to turn his (or should it be her?) back on promotion, as our picture shows.

When Acting Leading Parrot Spike Ernell was confirmed as a leading parrot in HMS Fisgard, the high flyer decided to rotate gracefully on the shoulder of Apprentice Lloyd Franklin and look the other way.

Perhaps Spike was trying to ignore the recommendations of

the divisional officer, who explained that a bird had been living under false pretences in the all-male Spicknell Division.

Noting recent medical evidence defining Spike as female, Capt. Peter Hamilton-Price, the captain of Fisgard, "rated up" Spike, being sure she would continue to serve her division well (despite some obvious qualifications for the Fleet Air Arm).



IMPROVED WEAPONS

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more effectively to deal with low-level aircraft attacks;

● Accelerated introduction into service of the Sea Skua anti-ship missile and Sub-Harpoon submarine-launched anti-ship missiles;

● Further development of shipborne chaff and electronic countermeasures to deal with sea-skimming missiles, and development of chaff and electronic countermeasures for tactical aircraft and helicopters.

The White Paper said there would be early acquisition of

the advanced Sea Eagle missile which "has a longer range and more discriminating capability than Exocet."

On aircraft performance, the White Paper said the Sea Harrier demonstrated itself to be more than a match for Argentine conventional fixed-wing aircraft, with 20 confirmed and three probable kills, of which 16 and one respectively were attributable to Sidewinder AIM 9L missiles.

Naval helicopters operated at over three times peacetime rates.

On air defence, it says that absence of AEW was a severe handicap against Argentine air attacks mounted at low level.

This also proved an important limitation in ability to deal with the threat of Exocet by intercepting the aircraft carrying it before the missile could be launched.

SEA WOLF

For the future, the improved Sea Wolf system already ordered would have all-weather capability against low-level missiles, and several programmes

were in hand to improve shipborne electronic countermeasures capability.

On other areas for improvement in the shipborne air defence field, the report refers to the need for a point defence weapon system for "high value" units. As an interim measure, the American Vulcan-Phalanx gun system has been mounted in HM ships Illustrious and Invincible, and low-level air defence guns fitted to a number of other ships.

"All ships need to be fitted with a wide range of on-board

trainers if the Royal Navy is to optimise the performance of its high technology systems. There is also the need for more realistic targets for the peacetime training of air defence weapon system operators."

URGENT

The report also says that various improvements are being urgently examined for shipborne surveillance radars and command and weapon control systems.

It mentions that the

helicopter-mounted air-to-surface guided weapon Sea Skua, deployed for the first time, scored eight hits with eight firings, destroyed one patrol craft and seriously damaged two other Argentine ships.

The vital importance was shown of satellite communications in operations conducted at great distance. "We currently plan to acquire a new British military satellite and to provide a terminal in all major surface warships, which will be a significant improvement."